SEEING DENVER

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"SEEING DENVER"
OBSERVATION CARS

are operated every day in the year at hours which may be learned upon application at our hotel, or by Telephone Main 1452, the office of the Company in Denver.

"SEEING DENVER"

THE FIRST CAR ever operated for the purpose of showing any city to strangers was a "SEEING DENVER" car, which started from the corner of 17th and Tremont Streets in 1897, the idea having originated wholly with Mr. Henry Jay Mayham, president of the investment company which bears his name. From a beginning which was fraught with hesitancy, experiment and doubt, these few years have permitted a reward of growth and popular favor which has become national in character, until in 1903 nearly every point in the United States which will admit of the successful operation of sight-seeing conveyances is, by cars or by coaches, covered by the systems of The American Sight-Seeing Car and Coach Company, or its sister corporation, The American Sight-Seeing Coach Company. The first car filled with passengers who were quickly trolleyed over the beautiful City of Denver, emptied itself at the end of the journey of no more enthusiasm than characterizes every car from Boston to Los Angeles, every day of the year. The enterprise has grown just as it has been demanded; has never attempted any field of operation except that which has supplied a necessity, until it has become as much a part of the traveler's itinerary as a railroad ticket or a berth in a sleeper. With the superb guide service which is now installed, these cars are less observation cars than schools of instruction, whereon the intelligent public learns fully, quickly and completely the salient points of interest concerning every city. They produce, in the shortest time, the greatest results, and the office of any "SEEING CITY" car is found the most useful Bureau of Information existing for the benefit of the traveling public.

THE AMERICAN SIGHT-SEEING CAR & COACH COMPANY

HENRY J. MAYHAM . . . . PRESIDENT
EDWARD S. YORK . . . . VICE-PRESIDENT
EDWARD K. SOMBORN . . . SECRETARY AND TREASURER

Operating "SEEING DENVER" Cars; "SEEING WASHINGTON" Cars; "SEEING BOSTON" Cars;
"SEEING SALT LAKE CITY" Cars; "SEEING LOS ANGELES" Cars;
and other observation car lines.

THE AMERICAN SIGHT-SEEING COACH COMPANY

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EDWARD K. SOMBORN . . . . SECRETARY

Operating "SEEING NEW YORK CITY" Coaches; "SEEING NEW YORK CITY" Automobiles;
"SEEING NEW YORK CITY" Yacht; "SEEING MILWAUKEE" Coaches;
and other coaches, automobiles and boats.

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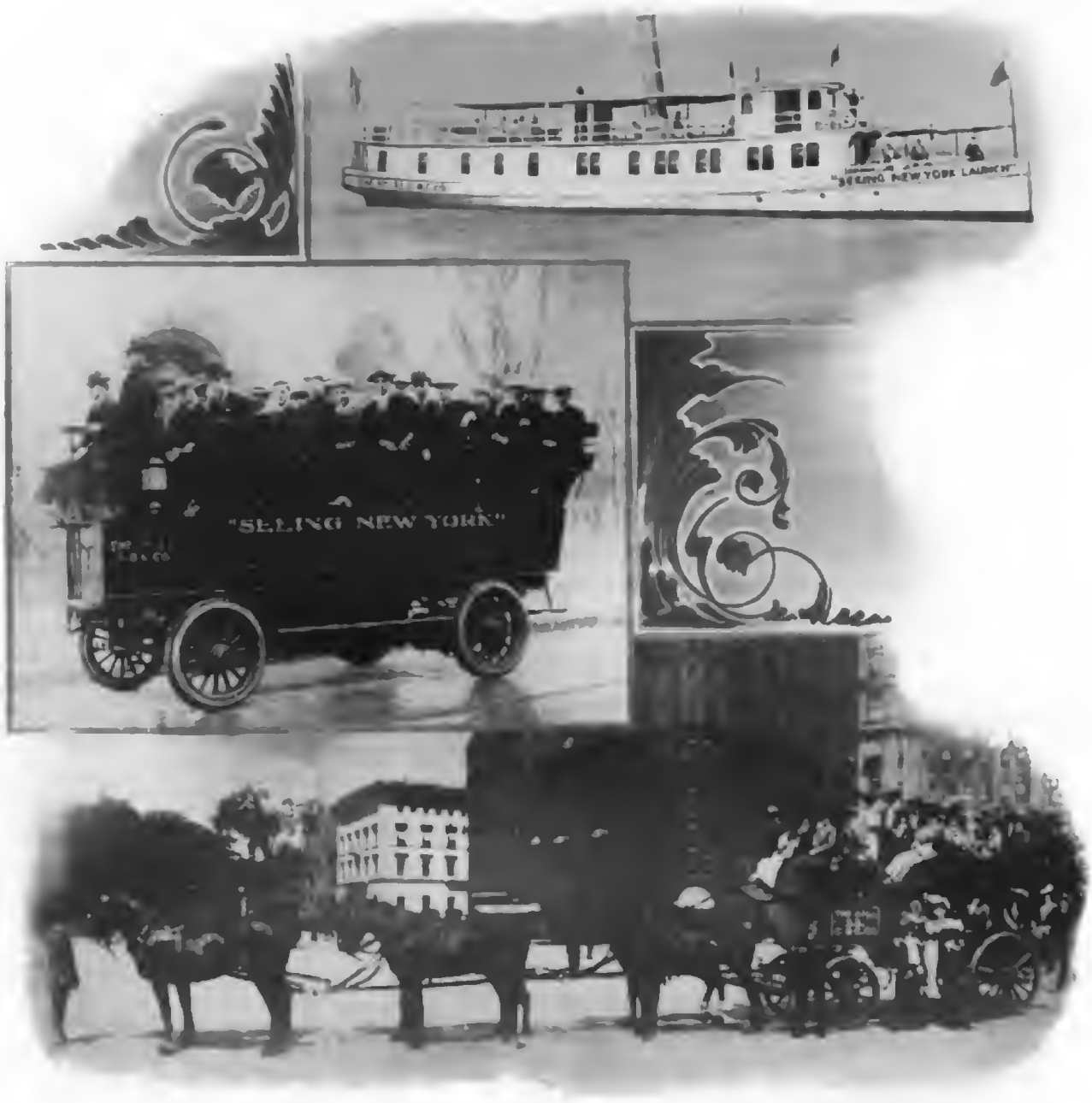

Equipment of The American Sight-Seeing Coach Company

"Seeing New York"

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Equipment of The American Sight-Seeing Car and Coach Company

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"Ladies and Gentlemen"

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"Seeing Denver" in 1870

SEEING DENVER

"The four great cities of the continent will be New York, Chicago, Denver and San Francisco."
—President Orton of the Western Union Tel. Co.

TWO HUNDRED AND FIFTY THOUSAND people, during the six years ending with the season of 1902, have been carried as passengers on "SEEING DENVER" cars. Penetrating almost every corner of the globe a quarter million tongues still speak words of praise for the Queen City of the Plains, and commend this enterprise which has enabled tourists to see and to learn. As Denver has grown, progressed and improved during these six years the routes traversed by "Seeing Denver" cars have been correspondingly altered and extended, until, with the advent of 1903, instead of twenty miles, nearly sixty are covered in the regular tours of the city.

In originally platting the streets for any new city, less attention, as a rule, is paid to the cardinal points of the compass than to whatever railroads or waterways the site may be adjacent to, and in this respect the pioneers of the Denver of 1858 were not unlike their fellows in other places. The original Congressional grant which comprised the early towns of West Denver and of East Denver lay following and to the eastward of the Platte River, the streets of these two towns being platted parallel with the river and at right angles to it. Thus it is, that, beginning in the centre of the city with Broadway, the street lying between the Metropole and Brown Palace Hotels, and extending beyond the Union Depot to the Platte River, all streets are diagonal to the cardinal points of the compass.

Brown Palace Hotel

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Denver Club

SEEING DENVER cars start on Seventeenth Street, facing toward the Northwest. To the right of the car is the Brown Palace Hotel, which derives its name both from the fact that it is constructed of brown sandstone, and because it was erected, in 1892, by Henry C. Brown. The structure cost one and one-half million dollars, the triangular piece of ground upon which it stands being a portion of land taken up under the Homestead laws by Henry C. Brown while he was plying his trade as a carpenter in the pioneer days of Denver. This is one of the finest hotel buildings in the world, containing 300 guest rooms, every one of which faces one of three streets. The interior rotunda, eight stories in height, unbroken by post or pillar, lined with bronze and onyx, tiled, galleried and capped with stained glass, presents a most beautiful and novel appearance.

First Congregational Church

Diagonally across from the Brown Hotel stands the Jackson Building, occupied on the ground floor by a large curio stock and upstairs by physicians, and erected at a cost of $125,000. Passing down Seventeenth Street, at the first crossing and half a block to the left stands one of the few down-town churches, the First Congregational, the pulpit of which was for many years occupied by Reverend Myron Reed, an orator and preacher of national fame. Directly on the left hand corner of Seventeenth and Glenarm Streets is the magnificent edifice of the Denver Club, erected at a cost of $250,000. This is the most aristocratic gentlemen's club of the City, and fills an important mission in the community, bringing together, as it does, the wealth of brain and of purse, not only of Denver's citizens, but of visiting hosts. On the right hand corner of the same street is the McPhee Block, owned by C. D. McPhee, a wealthy lumberman, and erected by him on the site where, in 1880, stood

California Building

McPhee Building

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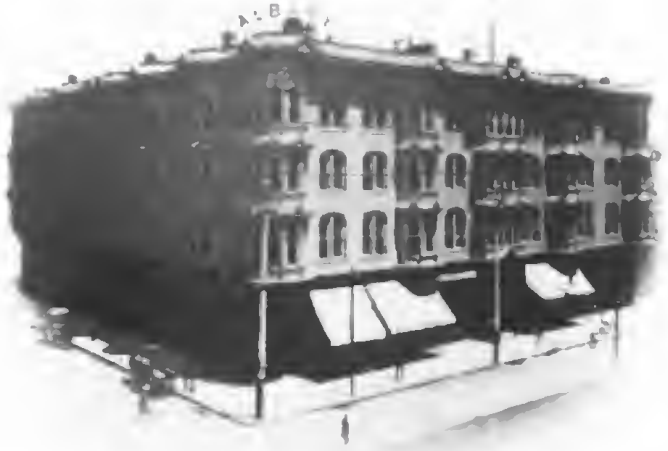

Albany Hotel

his magnificent private residence. At the next corner, on the left, is one of the smaller European hotels of the city, the Albert.

Still on the left hand side of the car as it passes down Seventeenth Street, at the corner of California Street, is the red brick California Building, erected by a physician and occupied almost entirely by members of that profession.

Stopping for a moment at Stout Street for passengers from the Albany Hotel, owned by United States Senator Thomas M. Patterson and associates, attention is directed to the left at the tallest, most costly, magnificent and attractive office building in Denver, erected at a cost of one and one half million dollars by the Equitable Life Assurance Society. The building is nine stories high and houses during business hours over 1,200 business men and employees. The roof is surmounted by an observatory from which most sweeping and panoramic views of Denver and the surrounding country may be obtained, and the interior finish, including the mosaic tiling and stained glass windows, is most beautiful. A portion of the ground floor is occupied by The International Trust Company, and by The First National Bank, both wealthy financial institutions, the latter having the greatest amount on deposit of any bank in the country south of Philadelphia and west of Chicago. It also carries the greatest number of individual depositors of any bank in the United States.

At the next corner, still on the left, stands the Boston Building, erected by Boston capitalists in 1890 at a cost of $500,000. The ground now occupied by this structure was, in 1887, the centre of the most aristocratic residence portion of Denver, and was occupied by Wolfe Hall, a fashionable Seminary for young ladies. The upper floors of the Boston Block are occupied by the general offices of The Colorado Fuel and Iron Company, the greatest industrial corporation of the West. Owners of vast steel works and rolling mills at Pueblo, of coal and iron mines extending for a thousand miles along the Rocky Mountains, and of a number of connecting railroads for the transportation of its own supplies, this company employs over 16,000 men, and its medical staff of forty doctors attends to the health of over 70,000 persons. The monthly disbursements of the company are in excess of two and three-quarter millions of dollars. Its officers are Denver men, and the industry is increasing in value with a rapidity which has startled the financiers of the country.

On the corners of Curtis street stand three representative office buildings of the city. First, on the left, the Ernest & Cranmer Block, occupied almost wholly by attorneys, and containing a magnificent law library free for the use of tenants. Its owners made their fortunes in the cattle business, having started as cowboys. Only fifteen years ago this site was occupied by the

Equitable Building

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Boston Building

palatial residence of Judge Amos Steck. Across the street, still on the left, the Quincy Block, owned by the Boston millionaire, Quincy Shaw, and on the right the Cooper Building, erected by Ex Governor Jeb A. Cooper, occupied on the ground floor partially by The Denver National Bank, and the upper stories by railroads and professional men. The onyx lined interior of this building is very beautiful. The Ernest & Cranmer Block cost $300,000, the Quincy Building $250,000, and the Cooper Block nearly half a million dollars. On the left, at the corner of Arapahoe Street, is the Bank Block, containing, on the ground floor, The National Bank of Commerce; across the street, the Western Union Telegraph general offices for the Rocky Mountain District; at the next corner, still to the left, the Markham Hotel, before which the car also pauses for passengers. Here, also, is an interesting landmark in the down town offices of what was the first newspaper published in this region. The initial number of The Rocky Mountain News was issued by William N. Byers on April 23rd, 1859, the forms having been brought in an ox cart from Omaha.

Cooper Block

Markham Hotel

Looking down to the right on the next street, Larimer Street, named after General William Larimer, and the oldest street in Denver, one block distant is the Windsor Hotel, opened in 1882 and for many years considered the best hostelry in the entire West. The property is owned by an English company, and the historic building is full of stirring reminiscences of the earlier

Ernest & Cranmer Building

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Windsor Hotel

days of history in Denver. Its dining rooms have witnessed many of the most famous banquets of the West.

On the left hand corner of Larimer Street is The Colorado National Bank.

The car now stops in quick succession before various ones of the down town or depot group of hotels, the Columbia, St. Elmo, New Union and the Grand Central, good hotels every one, and conveniently located for that great portion of the traveling public which enters a city to remain there but a short time.

Grand Central Hotel

Denver, which bids fair to rival Chicago as a true "Convention City," is undeniably and surprisingly replete with good hotels. While these are very largely scattered throughout various portions of the city, the principal hostelries are clustered in two groups, one adjacent to the Brown Palace Hotel, at the head of Seventeenth Street, and including the Metropole, Tremont, Adams, Cheesman and Dodge hotels; the other nearer the depot and at the foot of Seventeenth Street.

There are many thousands of business men who are financially interested in mining, milling, ranching, irrigation ditches, beet-sugar factories, cattle, sheep, manufactories or other industries of the great territory which, in Colorado and the neighboring States and Territories, is commercially tributary to Denver, who many times each year, both personally and in the persons of their representatives, pass through and stop over in Denver. There are thousands of pleasure seekers from every quarter of the globe who seek the coolness and the health of the mountain resorts, to which Denver is the gateway. There are scores of invalids who come to drink the healing draught of Colorado sunshine. To just as great an extent as London, Paris, New York or Chicago, Denver is one of the stop over points for globe trotters. These are facts, not fancies, and in them lies the reason for the excellence of the hotels of Denver.

Columbia Hotel

St. Elmo Hotel

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New Union Hotel

The Oxford Hotel, on the left, is the nearest of all hotels in the city to the Union Depot, and another evidence of the growth of Denver, and its demands for further accommodations for its incoming population, is evidenced in the preparations now going forward for a large addition to this building.

At the foot of Seventeenth Street, costing $500,000 as it stands to-day, is the great railway centre of Denver, the Union Depot. In proportion to population, Denver is the greatest railroad centre in the world, and the location of the only depot in the city is happily in the right place. Rebuilding the city on an ideal plan could not suggest a more convenient, logical or consistent location for one depot through which all passenger traffic might be handled.

The twentieth century is opening up with a wonderful activity in railroad building throughout the State of Colorado and other territory tributary to Denver. Active work has begun upon tracks and roadbeds which have for years been projected. Extensions of old lines are being forwarded with energy and dispatch, promising for the next decade to eclipse similar construction in any other portion of the country. The vast region to which a score or more of tracks radiate from the Union Depot in Denver is as yet but sparsely populated, yet it is rich with virgin, undeveloped wealth. Were circles one hundred miles apart drawn from this focus it would be found that nearly every passenger train crossing the one, two, three, four, five or six hundred-mile circle would be pointing to or from Denver. Truthful as is this picture of present concentration, development now in progress will make it more completely so. The Missouri Pacific is extending its Kansas branch into this city. This will be followed by a Santa Fe extension from the Kansas border directly into Denver. The Burlington has recently completed a short and direct line connecting Denver with the great mining districts of the Black Hills of South Dakota. Denver is already the practical Union Pacific centre. The connection of the Rock Island with the new and now building Denver, Northwestern & Pacific R. R. will make this metropolis the mountain headquarters of that great and expanding system. Yet it was on June 15, 1870, only thirty-three years ago, when Territorial Governor Evans drove the last spike of Denver's first railroad.

Oxford Hotel

At this end of Seventeenth Street there are also located the principal mining machinery houses of Denver, the aggregate business of which amounts to nearly ten million dollars per annum. Denver is almost as essentially famous throughout the world for her mining machinery as Sheffield is for cutlery or Manchester for cotton goods. Mining machinery manufactured here is actually in use in every portion of the globe, including China, Alaska, Africa and South America, while the great Republic of Mexico looks almost entirely to this centre for her supply. In addition to the particular articles which are manufactured here, enormous stocks of goods from every well known manufactory of mining machinery in the world are of necessity carried in Denver from which to supply the constantly growing demand throughout the entire West and North and South.

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Union Depot—Front

Seventeenth Street, just one mile from end to end, fourteen of the shorter blocks in length, is, as a matter of fact, the Wall Street of Denver. It is the street upon which is concentrated the financial strength and backbone of the business community. Only sixteen years old this year of 1903, it is already lined with imposing business blocks, and compares favorably with the finest business streets of commercial centres. The four national banks located on this street contain deposits of over $40,000,000.

Mr. Quincy Shaw, owner of the Quincy Block, is the owner of a number of half-million-dollar corners on this street, and one by one he proposes to build upon them imposing office structures. Mr. W. S. Stratton, the millionaire mine owner, before his death invested several hundred thousand dollars of his capital in the corners of Seventeenth Street. New buildings and additional stories erected upon some of those now standing are occurrences of the day.

Fifty four railway companies have their offices upon this street. Every steamship company operating from American shores of the two oceans, one on either side, has its representation on this street. Bankers, brokers and lawyers congregate here in their concentrated efforts to make and to develop wealth. The reserves for all of the banks in smaller cities and towns for hundreds of miles in each direction are stored in the vaults of the great financial institutions of Seventeenth Street. The insurance business for one-third of the nation is conducted from offices on this thoroughfare.

A short sixteen years ago, when Denver possessed a population of less than seventy five thousand, there was practically no business on Seventeenth Street. The chief credit for its wonderful development is due to three men: To Mr. Henry C. Brown, who erected the Brown Palace Hotel at one end of the street; to Mr. Walter S. Cheesman, to whose energy the Union Depot, at the other end, is due, and to Mr. A. K. Shepard, who financed the loans which were necessary in raising a majority of the magnificent business blocks which now line what in 1887 was a residence street. To visitors there is a pleasing contrast between Seventeenth and Sixteenth Streets. The former black with business men intent upon making

Union Depot Rear

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money; the latter pink and white and purple with crowds of handsomely gowned women intent upon spending it.

One is our street of brokers the other our avenue of breakers.

Curtis Street, traversed for the next two blocks, is one of the oldest and busiest streets of the retail centre. The building on the first right hand corner, now occupied by the Scholtz Drug Company, marks the spot where, as late as 1881, the car barns of the horse car lines were maintained. The barns were succeeded by the old Walhalla Theatre, and this in turn by the present building. It is probably the highest priced corner in the city, and is occupied by the largest drug store of Denver.

"Denver is an eastern city built in the West."
— Richard Harding Davis.

Tabor Opera House

Across Sixteenth Street, on the right hand corner, is the Tabor Grand Opera House, erected by ex-Senator Horace A. W. Tabor at a cost of one million and a quarter dollars, in 1881. At that time the population of Denver numbered about thirty-five thousand, and large shade trees as well as residences were removed from this ground to make room for the then new structure. The Emma Abbott Opera Company, in a production of "The Bohemian Girl," was the first attraction to appear in the Tabor Grand, their performance being the first full opera ever produced in the Rocky Mountain region. The theatre has always been conducted as a first class playhouse, and has proven a continued success, notwithstanding the fact that failure was predicted when it was first opened. The building itself is a remarkable one in its interior finish, being still reckoned among the most elaborate in the world.

Mining Exchange

St. James Hotel

Across from the Tabor Grand, on the left hand side of Curtis street, is the St. James Hotel, another of the older hotel buildings of the city. It is a popular political headquarters, and within its walls doubtless much of the history of Denver and of Colorado has been incubated. Some twenty years ago a banquet, lasting from early one evening until after

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Tramway Loop

eight o'clock of the following morning, presided over by the late Eugene Field and with "Bill Nye" as guest of honor, was held in the "ordinary" of this hotel.

Turning into Fifteenth Street from Curtis, the first large building on the left of the car is known as the Mining Exchange Building, erected originally for the use of the Denver Mining Stock Exchange and costing $750,000. Either side of the front entrance is marked by the heads of the bull and the bear, emblematic of the use to which a portion of the building was long put. The dome is surmounted by the bronze figure of a miner, and from this dome another of the most delightful and comprehensive views of Denver and its suburbs may be obtained. The building occupies the site upon which was born the first white female child in Denver.

STRETCHING THE WIRES

TELEPHONE

	1900	1903
Miles of Wire .	30,000	40,000
Subscribers in Denver . . .	4,500	7,000
Construction Expenditures .	$500,000	$1,000,000

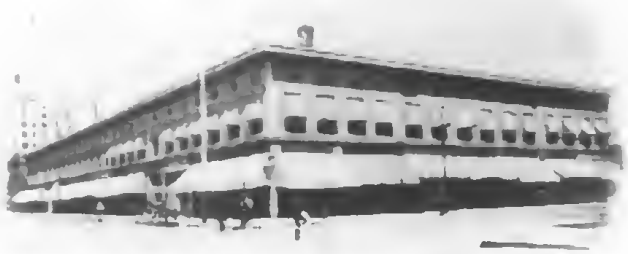
TELEGRAPH

Postal increase over 1900 . . .	28%
Western Union	20%

Right here is one of the most important centres in Denver, known as the Tramway Loop. There is in Denver but one street railway company, The Denver City Tramway Company, which owns and operates 165 miles of track. The system is entirely an electric one, and is known in street railway circles as one of the most complete in the United States. In addition to a network of tracks, loops and circles reaching into every residence and business portion of the city proper, there are well ballasted tracks to the suburbs of Montclair, Aurora and Arvada; to Riverside and Fairmount Cemeteries; to Cherrelyn and Fort Logan. Cars which reach these points directly or by means of transfer, and tracks radiating in every direction, reaching all parts of the city, centre at this Loop, which is a universal and general transfer point from any one portion of Denver to any other.

On the right hand and further corner as we cross Curtis Street is the Charles Block, costing $100,000.

The two-story building on the right as the car turns into Stout Street occupies the site upon which the Catholic Cathedral stood until the property was sold to W. S. Stratton, the former owner of the famous Independence mine at Cripple Creek, in 1900.



Coronado Block

The Coronado Building, which now occupies the ground, was erected as an experiment to demonstrate the feasibility of the owner's plans for permitting direct light to enter every room in

Adams Hotel

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East Denver High School

a building covering such an enormous ground area. A peculiar arrangement of the rear architecture has apparently solved the question, and a nine-story building is promised in place of the present structure.

The First Baptist Church, on the left, furnishes a striking illustration of the rapid growth of the city of Denver. This is the third structure erected by this same society since 1872, each of the former buildings having been torn down and the site changed owing to the growth of business interests. Notwithstanding these changes, this is by several blocks the most down-town of all church buildings in the city.

Two blocks to the right, as the car crosses Eighteenth Street, is the new Adams Hotel, erected in 1902 at a cost of $250,000.

On the right of Stout Street, occupying the entire block from Nineteenth to Twentieth and between Stout and California Streets, is the building of the most central, or East Denver, High School, erected at a cost of $360,000, and reputed as the third finest high school building in the country. The grounds occupied by this school were donated by the government through an act of Congress, and the plans of the building have been copied for use in the construction of university buildings in Berlin. East Denver High School accommodates eight hundred pupils. It is not an uninteresting commentary upon the healthfulness of the climate of Denver to note that at a reunion banquet held in 1902 by the class graduating from this school ten years before, it developed that only three of the class of one hundred had died.

IN THE SCHOOLS OF DENVER

Pupils in	
Grammar Schools	29,674
Regular High Schools . . .	1,868
Manual Training High . . .	600
Total Pupils in Public Schools	**32,142**
Pupils in Kindergartens in Denver	**2,000**

This high school building is one of six high and fifty-nine grade or grammar schools, of which the public school system of Denver is composed. The per annum per capita expenditure for public education, based upon the school population of the city, is $21.25, as compared with an average expenditure throughout the principal cities of the United States amounting to $12.80. Owing to the exceptional advantages of climate the highest educational talent, when unable to stand the severe strains engendered in more trying localities, seeks employment in connection with the school system of Denver, thus enabling the local staff to be at all times far above the average competency. The total valuation of the buildings alone belonging to the public school system of Denver approximates two and three-quarter million dollars. The buildings, even among the oldest of the system, are brick, well constructed and admirably equipped, ranking in many instances among the best buildings of the city. It is stated by prominent educators from many points that no city of its size or age can compare with this city in the

Ebert School

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Five Views of Denver Residence Streets

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Manual Training High School

perfection of its public school system, its colleges, and its educational advantages.

The Ebert School, next on the right side of the car, is an excellent example of the public grade or grammar school buildings with which Denver is so bountifully supplied. It has a capacity for six hundred pupils, and was named in honor of F. J. Ebert, a pioneer citizen of the city.

Christ M. E. Church, on the left, corner of Twenty second Avenue and Ogden Street, is the principal church of that denomination on northern Capitol Hill. The earlier settlers of Denver believed that the greatest growth amongst the finer class of residences would be in a northerly direction, beyond the Windsor Hotel, but the development of the immense smelting interests in that same direction changed the trend of residence building toward what is commonly known in Denver as Capitol Hill. This section now described is the older part of the hill, which received the first of the residences erected after the "flat" had been abandoned. Beginning with this northern end, the last ten years have witnessed a steady growth toward the southern end of the hill, until 1902 closes with a most remarkable trans-formation in that section, where there has been developed within five years a wonderful group of magnificent homes and luxurious palaces, the homes of wealth, refinement and the leaders of Denver's social set.

Denver possesses thirty miles of paved streets. The drainage system includes 284 miles of sewers. Her nineteen bridges and viaducts cost about $850,000. Her streets are lighted by over one thousand arc lights. Twenty-five hundred street plugs furnish water for the fire department and sprinkling purposes.

The Twenty second Avenue entrance to the City Park discloses the older portion of that beauty spot, consequently that part which has the largest trees, the most perfect shade and an incomparable lawn. In order to facilitate the growth of shade, cottonwood trees were first planted, and this section of the park is shaded almost entirely by that variety.

In 1882 a two room frame school building stood, in the country and in the midst of a cactus desert, on the site of the present Whittier School building, on the left. This building has been four times enlarged since the original building of brick was constructed, and now contains accommodations for 1600 pupils.

Manual Training High School, to the right, is a physical as well as a mental workshop. The regular course of study in this school is three years instead of four, as in the other high schools, and includes the various trades for both young men and women. It is a portion of the free public school system, and numbers amongst its talent some of the foremost manual educators of the West.

Passing westward on Nineteenth Avenue, at the corner of Pearl Street, on the right, stands St. Luke's Hospital, conducted under the auspices of the Episcopal Church, and one of the leading infirmaries of the city. Patients frequently come to this hospital from mountain towns and resorts a hundred or more miles distant, the staff of attending physicians being particularly competent and favorably known. Of the other leading hospitals this may also be said. St. Joseph's, St. Anthony's and the

Whittier School

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Homeopathic are each particularly comfortable, well managed and attended.

Glimpses of beautiful residences, well shaded streets, green and neatly trimmed lawns, symmetrical parkings and well groomed pavements greet the eyes as every street is crossed from St. Luke's to Broadway, near which, on the right, attention is called to St. John's Cathedral, the leading Episcopalian Church of Denver, noted for the costliness of its magnificent stained glass windows. For many years this church has held an undisputed prestige, through all the changes of the times, wearing the same plain front and homely exterior; presided over by the Rev. Dean H. Martyn Hart.

St. Luke's Hospital

Trinity Methodist Church

On the left, at the intersection of Nineteenth Avenue and Broadway, the handsomest Unitarian church building within a radius of many hundred miles, is represented in Unity Church. Next to this, separated by a small vacant tract of land, is the Trinity Methodist Church, the largest of that organization in Denver, and a particularly fine structure costing $180,000, and containing the second largest organ in the United States, donated by one man and costing $30,000. The International Sunday School Convention for 1902 was held in this edifice.

Erected at a cost of nearly half a million dollars, the Hotel Metropole and Broadway Theatre building, combined, is next on the left. Broadway Theatre possesses perhaps a more elegant if less richly styled interior than the Tabor. It is the leading playhouse of Denver, and during the summer months is conducted as a high class opera house, with gardens attached. The Hotel Metropole is principally a family hotel, always filled and possessed of a waiting list from amongst the best of Denver's families.

Turning from Tremont Street into Sixteenth Street,

Unity Church

St. John's Cathedral

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Arapahoe County Court House

the Arapahoe County Court House lies on the left, occupying, with the surrounding grounds, one full block of land. Back in 1880, with a population of about thirty-five thousand, the courts of Denver were held in the second story of a rented business block on the corner of Fifteenth and Lawrence Streets. At that time the county had but one District Judge. About that time the county purchased a square of land at what was the extreme outer edge of the city, paying $10,000 for it, and erected, at a cost of $300,000, a building for use as a court house. By the time the building was completed it was found already too small, although the plans adopted had contemplated the growth of Denver for fifty years. An additional story was then added to the building, making the total cost about $400,000. Twenty years have produced a wonderful change. Five District Judges are overworked, and the volume of business transacted in the present County Court House is so great that the scales in the hands of the figure of Justice, which surmounts the cupola of the building, have long since been broken. It is hoped and expected that an early date will find the City and County governments concentrated under one roof of a million-dollar building to be erected on the site of the present inadequate County Building. The site alone is now worth $800,000.

IT COSTS BUT LITTLE TO GROW IN DENVER

Tax Levy for 1902:	
For General City Purposes, 8.33 mills	
Interest Account . . 1.90	"
Public Library 50	"
Public Parks . . . 1.00	"
Museum 50	"
Redemption of Bonds 2.07	"
Total . . . 15.3 mills	
Estimated Revenue . . $ 1,040,400	
Assessed Valuation . . 69,550,115	

Sixteenth Street belongs to the fair sex of Denver. All of the principal shops, except markets, are located upon it between Broadway and Lawrence Streets.

The Kittredge Building, one block below the Tremont Hotel, on Sixteenth Street, was erected at a cost of $137,000 by C. M. Kittredge,

Metropole Hotel and Broadway Theatre

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Masonic Temple

whose father built the only cantilever bridge across Niagara. It is now owned by Mrs. U. S. Grant, Jr.

The Masonic Temple, on the right hand corner of Sixteenth and Welton Streets, cost $500,000 and is the home of thirty-six Masonic and other fraternal orders. It is for the most part filled with professional men and women.

Kittredge Building

The Mack Block, on the next right hand corner, California Street, represents an investment of $200,000, an additional story having been added in 1902.

The corner on the left is occupied by the second largest dry goods house in Denver; a building which was doubled in size in 1902.

At the corner of Stout Street, on the right, stands the Barth Block.

At the corner of Champa Street, on the left, is the Symes Block.

Adjoining the Tabor Grand on the Sixteenth Street front is another evidence of the rapid growth of Denver. When the citizens of Denver purchased this ground for approximately $80,000 in 1882, and presented it to the government, it was supposed that the Federal Building to be erected upon it would outlive the growth of Denver for many years, yet the occurrence is as but of yesterday. The Federal Building, on the left hand corner of Arapahoe Street and Sixteenth, contains the Post Office, the Customs Offices and the United States District and Circuit Courts, but is far inadequate in size for even one-fourth the present volume of business that must be transacted there. A bill is now pending in Congress looking toward the erection of a new building which shall occupy an entire business block. The receipts of the Denver Post Office for the fiscal year ending June 30, 1902, were $568,000, an increase of 18½ per cent. over 1901, placing Denver in the class of New Orleans, Indianapolis and Louisville. The ground would bring a high price in the market today.

Mack Block

The Denver Dry Goods Co.

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Post Office

On the right hand corner stands a record breaking building which has paid for itself out of the income derived in the first ten years of its occupancy. This is the Jacobson Building, erected at a cost of $150,000.

On the next right hand corner is the largest department store west of the Missouri River, The Daniels & Fisher Stores Company.

On the left hand corner of Lawrence Street is another record breaking building, formerly known as the People's Bank Building, but lately purchased by another syndicate which has changed the name to the Continental Building. This block was occupied within ninety days from the date on which ground was first broken for its erection.

The Tabor Block, on the corner of Larimer Street, was erected by Senator Tabor (who also built the Tabor Opera House) in 1879. This was the first modern building, with an elevator, ever constructed in Denver, and the stone of which it is built was shipped into this city from Ohio at great expense, the value of building stone found in the mountains of Colorado not having been discovered at that time.

Senator Tabor came to Colorado during the earlier days of migration to this State, having been formerly a stone mason in Maine, then an Abolitionist member of the Territorial Legislature of Kansas in the days of John Brown. He conducted a small mountain store in Leadville when silver was first discovered there in 1878, and by working in the mines himself and grub staking prospectors, amassed a fortune of over a million in a short time. The building of the Tabor Block was the impetus which gave to Sixteenth Street its start. Senator Tabor died a poor man, but endeared to the hearts of Denver's citizens.

Daniels & Fisher Building

Continental Building

The four daily papers of Denver, The Rocky Mountain News, The Republican, both daily morning papers, and The Denver Times and The Denver Post, evening papers, with a Sunday

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morning edition, occupy the field with complete Associated Press and private service. The Rocky Mountain News was the first paper established in Denver and is now owned by United States Senator Thomas M. Patterson. The last is particularly a much copied paper because of its famous cartoonist, A. W. Steele, and its poet-humorist, Mr. James Barton Adams, both of whom are men with reputations wider than the nation.

The News-Times Building

The Denver Post

The Times was for a long time the only evening paper in the city, and made its former owner, General R. W. Woodbury, a wealthy man. Amongst its former editors were A. W. Tourgee and General Frank Hall, a former Territorial Governor. It is now owned and published by the owners of The Rocky Mountain News.

The Republican was, at the time of his demise, owned by Ex-Senator N. P. Hill, one of the most magnificent men for the public good Colorado has ever produced. In the early days of the paper it absorbed The Denver Tribune, which paper gave to the journalistic world the afterward famous Eugene Field. Senator Hill came to Colorado as a poor college professor of chemistry, from Brown University, at Providence. He developed the smelting of refractory gold ore, and became immensely wealthy, leaving at his death, amongst other properties, the greatest smelter in the world, at Argo, outside of Denver limits. The paper is now edited by John F. Carroll, formerly of The Cheyenne Leader.

The old Assay Mint, belonging to the United States Government, is not conspicuous for its occupancy of a pretentious building, but, nevertheless, is a point of considerable interest to the average stranger. It is at the corner of Sixteenth and Market Streets, and is open to the public on week days from 9 a. m. until noon.

GOLD RECEIVED AT THE OLD ASSAY MINT IN DENVER FOR 1902

From Colorado points .	$15,600,377.96
Outside points .	756,726.67
Sundry sources .	29,751.70
Total . . .	$16,289,856.23

All gold produced from plants of The American Smelting and Refining Company is marketed directly at the East, without passing through Denver Mint.

The American Hotel, on the right, was erected in 1872 by John W. Smith. It always has had, and doubtless will always maintain, a strong hold upon the affections of many of the older travelers in this section. When this building was constructed it was as far from the centre of the city as any sane man dared to build, and the same spirit of progress instigated the construction of this hotel that afterwards produced, through Mr. Brown, the Brown Palace. It is difficult to look back only a short thirty years and conceive the magnificence, comparatively, of this hotel, the pride of Denver with its population of 5,000; yet the populace of this fair

The Denver Republican

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Tabor Block

city were delighted and proud to tender to Grand Duke Alexis, of Russia, uncle of the present Czar and present Commander of the Russian Navy, a grand ball at the American House on the occasion of his visit to this country less than thirty years ago.

Just as at the foot of Seventeenth Street there appeared a great number of the larger mining machinery warehouses and salesrooms, so is there concentrated at the foot of Sixteenth a demonstration of the fact that Colorado is not wholly a mining State: that the territory relying for its supplies upon the markets and manufacturers of Denver is not wholly a mineral one. At this point the sidewalks and storerooms are seen to be filled with wagons, plows, threshers and all classes of agricultural implements, several of the largest buildings in this particular section being wholly devoted to the storing of this class of goods. The Studebaker concern has recently erected a large warehouse and salesroom of its own, on the right, in order to better meet the demand for the product of their enormous factories in Indiana. The agricultural implement business of Denver represents an investment of several million dollars capital.

TALKING SHOP

From Factories of Denver in 1902	$42,866,398
Wages Paid	8,202,000

There are 12,452 employees in the factories of Denver, not including the mills and smelters, and over 1,600 additional in railway shops alone.

Sixteenth Street Viaduct, costing $200,000, is one of three important viaducts in Denver. It provides rapid and safe transit across the tracks of the railroads, over the South Platte River, and connects the thickly populated North Side with the business districts of the East Side. The viaduct is about half a mile in length and a most important artery in the traffic of Denver.

American House

Looking to the right of the car as it passes over the tracks, the evidence of the eye is greater than all words of the pen, in demonstration of the remarkable advance of the railroad and manufacturing interests of Denver in a period of thirty two years. Since 1870 over 5,000 miles of railroad have been constructed in Colorado, connecting Denver by means of a number of the fast transcontinental roads with both the Atlantic and Pacific seaboards. Prior to that year the nearest track was 600 miles distant. Looking well to the right a number of the mills elevators and manufacturing plants are in plain view, while a most excellent long-distance glimpse of the three great smelters is obtainable. The tall brick chimney or smokestack, about two miles distant, marks the site of the smelter nearest the city, the Omaha and Grant Smelter. Just a little further on a group of lower stacks marks the location of the Globe Smelters at Globeville, while still further a larger group of black stacks are a portion of the Argo Smelters at Argo. Colorado is the greatest gold and silver producing state in the Union, and it is but natural that the smelting industries of the State should be of prime

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importance. The combined product of these three smelters is in excess of $10,000,000 each year, and steady employment to a great number of men results from their constant operation. It is a matter of no little interest to note that the tall stack to which reference has already been made is the tallest smelter stack in the world, and bears the distinction of being the third highest stack of any manufactory in the world. It is 352 feet and 4 inches in height, 32 feet square at the base, and contains a flue 16 feet in diameter. From the bottom to the top of this great flue is a spiral tube through which all gases escaping from the metals must pass. From these gases, in the course of the long journey from the ground to the top of the chimney, there is a constant deposit of precious metal which escapes in the fumes from the furnaces in particles so small that only by virtue of a long process of cooling can they be gathered. This worm like coil is cleaned once or twice each year, producing enough saving of what otherwise would go up in smoke to materially reduce the operating expenses of the smelter.

When crossing the South Platte River over the Sixteenth Street viaduct in 1897, the first guide who ever entertained a crowd of passengers on any "SEEING DENVER" car remarked that it was "the largest river of its size in the world." This has never been disputed, therefore the assertion is still made. Strangers to the ways and means of the West are apt to wax facetious when they contemplate the rivers of this section. Some remark that they seem to run bottom side up; others profess humility to see a river when their attention is called to it. Yet this insignificant looking stream over which the car at this point passes is of vital importance to the City of Denver, the State of Colorado, and a vast territory beyond the confines of either City or State. The South Platte heads in the mountains south of Denver and west of Pike's Peak and flows for a distance of about 300 miles within the lines of the State. It is the source of a great portion of the water supply used for domestic purposes in Denver. It supplies from its waters a vast irrigation district, and between the two uses the greater part of the water of this stream is deflected before it reaches the city.

Pomeroy Residence

The sources of water supply for domestic, manufacturing and sprinkling purposes of Denver are practically six in number. The average daily consumption of water in this city is somewhat above the average of any other American city, owing largely to the dryness of the air and the consequent absence of humidity in the atmosphere. Statistics show the daily average, computed by the year, to be about 250 gallons per capita. This demand is at present supplied by water taken at three points from the South Platte River, by one source on Bear Creek, and by one other source on Cherry Creek.

All of the domestic water supplied to Denver is twice filtered, once through natural earth filtration and once mechanically, so that the supply is invariably healthful and pure. These are items of vast importance to the community, and Denver has more reason for pride in its water supply than can usually exist.

North Denver, containing about one third of the population of the city, is the result of a consolidation of a number of former suburbs and is now all under the general government of the city. It is particularly the section of the city occupied by the homes of the wage-earners, who find it convenient to the factories,

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Jesuit College

wholesale districts and various shops where they are employed. Its elevation is a little greater than that of the East and South Sides, and it for this reason is also a favored section for the residence of those suffering from pulmonary diseases. Every section is within easy reach of the down town districts owing to a network of street railway tracks which meet all requirements.

One of the most attractive homes on the North Side is that constructed by Brick Pomeroy and to be seen on the left of the tracks. Brick Pomeroy became a man of national reputation through his efforts in the early eighties to construct a tunnel through the crest of the Continental Divide underneath Gray's Peak. Pomeroy never lived to see the success of his enterprise, nor is it yet completed, though it is not at all unlikely that other hands will carry to completion this great undertaking, which, if carried through, will mean much in the development of the northwestern portion of the State, and will bring Leadville and other mining cities within far easier reach of the marts of Denver. The idea of the construction of the tunnel was two-fold: first, to discover untold millions in the development and opening of new bodies of gold and silver ore; second, to furnish a shorter and less laborious route for freight traffic across the divide. Pomeroy first became famous as the editor of the La Crosse Democrat, which violently opposed President Abraham Lincoln and the war for the Union.

"Denver is simply a phenomenon: possessing, in a most remarkable degree, elements of strength that I never saw before in any town. The glorious range of mountains to the west are the treasure houses in which God has planted riches beyond human compare."— Erastus Wiman.

The North Side is also the outing ground for Denver. There are a number of summer gardens, for the most part surrounding small natural lakes, which are used for picnic grounds by the various societies as well as countless individuals from all over the city. One of these is on the right of the track at this point and is known as Rocky Mountain Lake. All of these are fed by natural springs and never run dry.

At the top of Berkeley Hill, just outside the city limits of Denver and in the town of Berkeley, on the right as the turn is made, is the Jesuit College, or, more properly, the College of the Sacred Heart, a Catholic institution for the education of boys and young men. It occupies a particularly desirable position for a never ending panoramic view of the mountains and plains.

Berkeley Hill is the vantage ground from which there continually extends a panoramic view of mountains and valleys, so grand in its comprehensiveness that no word-painting can reproduce the impressions of one view.

Far to the right, erected upon the highest point of land in Arapahoe County, commanding a sweeping picture of the Rocky Mountain range for a distance of nearly three hundred miles, and penetrating into the farthermost recesses of the magnificent, fertile, prolific Clear Creek valley, stands Westminster University, costing $300,000, and constructed under the auspices of the Presbyterian Church. An endowment

Westminster University

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Views from Westminster University

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The Old Ladies' Home

fund, which will reach the sum of one million dollars by the time set for the opening of this institution in September, 1904, was inaugurated by the donation of $100,000 from one wealthy lady of the East. Westminster University will be conducted on the highest educational plans, modeled after the leading colleges of the world and will be maintained as the Princeton of the West. The institution is entirely free from debt or incumbrance of any nature.

Beyond the valley of Clear Creek, capped by the white of never-melting snow; rugged, majestic, grand; lifting their towering peaks toward the blueness of the sky and sparkling under the brilliance of a magnificent sunshine, one hundred and fifty five mountain peaks, sentinels standing guard over the backbone of the treasury of the United States, rise over 13,000 feet above the level of the sea.

The clear, dry atmosphere of this mountain region produces many misunderstandings concerning distances, and it is difficult for the ordinary stranger to realize that the foothills nearest Denver, which appear only a few miles distant, are no less than from thirteen to fifteen miles away, while the snow-capped peaks are from sixty-five to seventy-five miles from Denver.

The Old Ladies' Home, on the right as the car approaches the Elitch Gardens, cost $20,000, and is maintained by private subscription.

Scene at Elitch's Garden

Berkeley Lake and picnic resort, again on the right, is another of the breathing spots by the side of a natural lake.

Elitch Gardens, perhaps the most popular of the suburban resorts, was founded about 1887 by John Elitch, Jr., who prior to that time maintained what is now known as the Tortoni Restaurant, opposite the Denver Post Office. It has grown under the management of his widow, until it is now an ideal resort. Stock companies provide entertainment in the summer theatre, such well known actresses as Blanche Walsh, Rose Coghlan and others spending a portion of nearly every summer at this place. A menagerie contains a number of wild animals, and a white monkey caged here is said to be the only one of the species in captivity.

The Oakes Home

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North Denver High School

The buildings of the Oakes Home, on the left, founded a few years ago by Rev. Frederick W. Oakes, of New York, might be referred to as one of the hospitals of the city, erected and used as they are in the care of those suffering from consumption or kindred diseases. Built on three sides of a hollow square, sunlight at some hour of the day penetrates into every room, and there is scarcely a day in the year when some one or more of the patients may not be seen on the verandas enjoying the purity of the atmosphere which does more toward restoring failing health than all the combinations of scientific skill and medical concoctions. Patients are boarded in this institution for rates varying from $10.00 per week upward, and it is said that the fare offered is equal to that of the best hostelry in the city.

The death rate of Denver is remarkably low. Including those who die from diseases contracted elsewhere, and who come to this city as to a court of last resort, it is less than eleven per thousand. There is an indescribable curative power in the sunshine with which Colorado is blessed. It is an heritage which, regardless of industrial or commercial advantage, would populate the State, in time, to overflowing, and which insures an everlasting prosperity which will continue as long as ills are inflicted upon mankind.

North Denver High School is another in the public school system of Denver. The building occupies a most sightly spot overlooking the city. It has a capacity for 1,200 pupils and is filled to overflowing during the entire school year.

Manhattan Beach

Manhattan Beach resort is the second largest of the summer theatre resorts, and lies on the shore of Sloan's Lake, the largest of the natural lakes about Denver.

St. Anthony's Hospital

St. Anthony's Hospital, across Cooper Lake from the car, and on the right, occupies another most sightly location, especially for the comfort of those who seek within its confines to regain lost health or wait the healing of broken limbs. From the windows and porches are often obtained views which as scenic gems find few parallels in the world. The brightest sunshine and the whitest clouds, the flowering landscape, the rippling waters, the somber Front Range and the distant snowy peaks, all mingle to form a landscape that never will be forgotten. At one glance the vision embraces

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Woodbury Home

a region large enough to form a kingdom; overlooks both winter and summer, and views a city advanced to the topmost heights of modern civilization, at the same time looking beyond into the savage home of the wild animal in the rugged mountain fastnesses.

The home of General Woodbury, on the left, is one of the most cozy and beautiful on the North Side of Denver.

The Fourteenth Street Viaduct, the newest and most costly of the viaduct system of the city, cost $367,000, and was completed in 1900.

Just north of the viaduct, where the waters of Cherry Creek flow into the South Platte, was erected the first cabin ever constructed in Denver, in the fall of 1858. The Chamber of Commerce, corner of Lawrence and Fourteenth Streets, contains an exhibition of the manufactured articles produced in Denver. The list is large, and is of deep interest, including many new products which have a particular bearing upon the immediate community. The exhibit is free to all visitors between the hours of nine o'clock a. m. and four o'clock p. m.

The City Hall, erected about 1882, cost $200,000, and is occupied in full by the various city departments.

Cherry Creek

A few years ago the buildings of the University of Denver stood at the corner of Fourteenth and Arapahoe Streets. The old buildings are still used by some departments of the university, though the main buildings are now at University Park, seven miles eastward, in one of the most beautiful of Denver's suburbs. On the left hand corner of Fourteenth and Arapahoe Streets, Halsch Manual Training School contains the Law, Medical and Dental departments. Across the street are the departments of Music under the name of the Denver College of Music.

On the right stands the old dwelling of ex Governor Evans, a man whose name is dear to the memory of every citizen of Colorado. He was instrumental in the early building of railroads, and during his entire time of residence in this community his effort and assistance were ever toward the advancement of the community and of those with whom

Chamber of Commerce

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he came in contact. Instrumental in founding Northwestern University at Evanston, Illinois, which town was named in his honor, Governor Evans afterwards was the prime mover in founding the University of Denver. He lived and died in the humble dwelling on the right hand corner of Arapahoe and Fourteenth Streets.

The spire of St. Elizabeth's Catholic Church, across the waterway, is the only one in Denver containing a chime of bells.

A few doors from the corner of Glenarm as the car proceeds out Thirteenth Street, stands the building of the Denver Athletic Club, one of the largest of its class in the country. The building contains a superb gymnasium, and the foot-ball team of this club has for a number of years maintained the championship of this section.

Longfellow School, on the right, is one of the smaller and older of the public school buildings.

City Hall

At the intersection of South Thirteenth, Tremont and Thirteenth Streets, the United States Government is expending over one million dollars in the erection and equipment of a new coinage mint. Director of Mints Roberts states that the equipment in this building will be the most complete and the best of any mint in the world, and in this building will be coined the greater part of all the gold product of the United States. Coins will be shipped from here to all parts of the world, and the completion and installation of this mint will practically revolutionize the source of supply and distribution of coined metals.

The County Hospital, on Sixth Avenue, is a commodious and well constructed building subject to the general usage of such places. It is well attended, and particularly cleanly and healthful.

William N. Byers may, perhaps, be more aptly called the father of Denver than any other man. His pen fought her early battles, and as founder of the Rocky Mountain News, the first newspaper of this region, opportunity was ample for his assistance in the general development and progress of this section of the country. In the earlier days of Denver's history Mr. Byers purchased a farm outside the city limits. A few acres of this farm, with their improvements and with the beautiful brown stone home erected upon them, lie to the left of the car, well within the centre of the city, and one of the beautiful homes to which attention is always called. The youth of Denver is again demonstrated in the life of this man, who was thirty years old when the city was born, and is yet alive, prime, active in business, and without an unsound tooth in his head.

"Of all the western business centres the only one that bids fair to wrest from San Francisco her commercial supremacy, is Denver." U. S. History by Prof. N. S. Shaler of Yale.

Gov. Evans' Old Home

The Gallup home, at the corner of Alameda and Broadway, marks the entrance of the car into this latter thoroughfare, the longest street in Denver, beginning at St. John's

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Denver Athletic Club

Cathedral, pointed out long ago, and continuing for seventy-five miles directly to the south, where it enters Colorado Springs.

From Broadway bridge the attention is directed to two particular points. First, Cherry Creek, which it is said is so called because there are neither cherries nor creek, yet an important factor in the development and progress of Denver. Looking to the right for about three blocks one may determine upon the spot where Green Russell, of Georgia, making his way to the gold diggings of California, panned some of the sand of this stream and discovered the first colors of gold in Colorado, the signal for an influx of brawn and energy which has resulted in the greatest gold producing state of the world. Cherry Creek, dry as it seems, furnishes a goodly portion of the water supply for Denver, it being taken from pipes about sixteen feet below the surface and carried thence to a reservoir on Capitol Hill. The sand of Cherry Creek is also particularly valuable for use in building purposes, and it is constantly used for this purpose. It is of the quicksand nature, and regardless of the great drains upon the supply from innumerable wagons constantly hauling therefrom during the dry period, it is never apparent that any sand whatever has been removed from the bed of this valuable and historic stream.

County Hospital

Again looking up from the bed of the creek to the hill in the distance, there is a magnificent view of the southern end of Capitol Hill, representing the newer development in the progress of home building. The Governor Grant, costing over $200,000, and the home of Mr. John F. Campion, one of the owners of the famous Little Johnnie mine, are prominent in the foreground, while they are hemmed in on every side by representative dwellings wherein is housed the wealth of those who came early, and

Residence of W. N. Byers

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Eight Typical Denver Homes

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View of Capitol Hill, Southern Exposure

by dint of the opportunities offered in the natural paths of Colorado's virginity, and by their own perseverance, made for themselves and for their families a competence which is difficult to secure in ten times the years in other sections of even as great a country as America.

Turning from Broadway eastward into Eleventh Avenue and starting up that portion of Capitol Hill is, indeed, ascending the hill of prosperity. There is no enthusiasm like the enthusiasm of experience, and only those who have been on the ground where close watch may have been kept can appreciate the transformation which has altered what in 1887 was a mere waste of sand and sage brush, inhabited by the wily jack rabbit and the prairie dog, to the beautiful city of homes. To recount the history of those who occupy the comfortable dwellings would be simply to tell again of the great field of opportunity which has existed and which still continues to exist in Denver and in Colorado, open to those who are willing to take their share of the burden of risk and of watchful toil and assist in the actual development of the vast territory of virgin ground which exists in the State to-day.

Home of Senator T. M. Patterson

Mr. Dennis Sheedy, whose home is on the left at the corner of Grant Avenue, is a banker whose fortune has been made within the last quarter of a century in Colorado projects.

Senator T. M. Patterson, by unfailing effort, stalwart determination and indefatigable energy has amassed a fortune and lives in the luxurious surroundings of his home at Eleventh and Pennsylvania Avenues.

Ex Governor James B. Grant, whose new home at Pearl Street and Eighth Avenue will cost $200,000, was a poor boy

McOllvray Home

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Wolfe Hall

in 1865. When the American Smelting & Refining Company absorbed his Omaha & Grant Smelter in 1900 he retired a multi millionaire.

Mr. John D. McGilvray, whose home represents the embodiment of Scotch ideas in a Denver domicile, has made a fortune in the stone business in Denver. Julius Myers, whose family occupies the superb home on the corner of Twelfth and Ogden Avennes, has made his fortune from the real estate of Denver and other Colorado cities. Thirty thousand homes in the city of Denver are owned and occupied by men who have entered the field in this city or state practically if not actually penniless; their sole capital, indomitable will; their sole tools, their faith and willingness; their food, their pluck; and their sole stock in trade the innumerable opportunities of the Centennial State.

Congress Park, which exists in this section of the city, and which is just undergoing the first attention looking towards its beautification, was donated as a cemetery at the same time the original grant of East and West Denver was made by Congressional act, and was for many years the principal burying ground of Denver. Now, however, that the city of the living has grown up around the city of the dead, the bodies of those who have been laid here to rest have been carefully removed to the newer burying grounds at Riverside or Fairmount, and Congress Park will soon blossom as the rose in the springtime.

Jewish Hospital

A Milestone on the Road to Heaven

At Thirteenth and Ogden Avenues, on the right of the westbound car, are the Cornwall Apartments, completed in 1902. They represent the modern apartment house of Denver, built to fill the proverbial long-felt want.

Directly in the rear of these apartments is the new Wolfe Hall, succeeding the seminary which formerly stood on the corner of Champa and Seventeenth Streets, the site now occupied by the Boston Building.

St. Mark's Episcopal Church is to the left one block as the car passes down Eleventh Avenue toward Broadway again.

The State Capitol Building, erected at a cost of $3,000,000 and constructed entirely of Colorado material, stands in the centre of a ten-acre tract of land which was donated to the

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The State Capitol

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St. Joseph's Hospital

Territory of Colorado by Henry C. Brown, who builded the Brown Palace Hotel.

The lawns surrounding this beautiful building are in the care of expert gardeners, and it is claimed by those who are in a position to know, that for plain, unadorned beauty and perfection of green they are unexcelled in the country.

The building itself fulfills all the functions of the ordinary State building. The decorations of the interior are of highly polished marbles and onyx, beautiful in the extreme. The basement of the building, which is exactly one mile above the level of the sea, contains several exhibition halls, devoted to gatherings of minerals, animals, birds and cereal products of the State, and each of these free exhibitions is particularly worthy of its kind. The exhibits are free during the business hours of the Capitol building.

Temple Emanuel

An interesting landmark established by the government is on the Colfax or Fifteenth Street side of the Wilson Block, on the left hand corner, where, at an elevation of about twenty feet from the sidewalk, a brown sandstone is engraved with the legend "ONE MILE ABOVE SEA LEVEL."

Out Colfax Avenue to the City Park leads through another of the well-built residence sections of Denver. On this avenue are a number of the larger and better apartment houses erected during the last two or three years to supply the enormous demand for rental apartments. A city of homes, Denver possesses few apartments for rent except those in the regular buildings erected for that purpose.

Perrenoud Apartments

One of the most beautiful and costly of homes on Colfax Avenue is that erected by Captain Bethel, of Memphis, Tennessee, and recently sold to Mr. Lawrence Phipps, of the Carnegie Phipps Steel Works at Pittsburg. This will be the winter home of Mr. Phipps and his family. In this statement there is a new thought for many who have given consideration to this section of the country in the light of a summer home alone. Dry, cold but not penetrating, with many December days as warm and balmy as an evening in July, the winter climate of Denver is more invigorating, more delightful and more satisfactory in the long run than the

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THE CORNWALL
Thirteenth and Ogden Avenues
6 and 7-room apartments
$60.00 to $70.00 per month

THE BONACCORD
Grant Avenue, opposite State Capitol
Furnished Apartments

THE COLONNADE
Colfax Avenue and Marion Street
5 to 7-room apartments
$45.00 to $65.00 per month

THE ALTAMAHA
Colfax Avenue and Lafayette Street
5 to 7-room apartments
$45.00 to $65.00 per month

Four Leading Modern Apartment Buildings of Denver

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most effulgent demonstrations of perennial spring of which so much is sung in praise.

At the end of Colfax Avenue proper, near the green houses and just beyond York Street, the Montclair, Aurora and Fairmount transfer station of the Tramway Company offers convenient waiting and transfer quarters. Beyond, and after the car will have turned toward the City Park, is the Jewish National Consumptives' Home, maintained by subscriptions from the Jewish people of the nation.

A block down toward the Park is the Sisters of Mercy Hospital.

City Park, now approached from the Seventeenth Avenue entrance, is the largest of eleven parks in the City of Denver. It consists of 340 acres of land, nearly all of which is under improvement; contains a bicycle and driving speedway; two lakes, one of which is equipped with electric launches and rowboats; beautiful flower gardens; a large menagerie of living wild animals; two pavilions, and all the lesser appurtenances which attract childfolk to the public playground. During the summer months there is an excellent free band concert each afternoon and evening, and biograph pictures shown under the auspices of the Colorado Press Bureau of Information, a Bureau of Publicity. Throughout the city are other lesser but equally beautiful breathing spots, all of which are receiving the attention of the Park Commissioners in their further development. It is said that the public park area in Denver is greater than that of any other city in the United States.

Residence of C. B. Kountze

University Club

From Seventeenth Avenue are obtained good views of the St. Joseph Hospital and of Temple Emanuel, the newest Jewish Synagogue

Perrenoud Apartments, at the corner of Emerson Street, are the newest in the city.

Mr. Charles B. Kountze, of the New York, Omaha and Denver firm of bankers, occupies one of the most elegant and valuable of hill residences, a block from the car line, to the left, at the corner of

Central Presbyterian Church

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New Dodge and Cheesman Hotels

Sixteenth and Grant Avenues. Mr. Kountze is another of the millionaires of to-day who came to Denver a poor boy.

The University Club, second in size of the gentlemen's clubs of Denver, occupies its own home on the left hand corner of Sherman Avenue.

Central Presbyterian Church, also on the left, is the largest of this denomination in Denver. It possesses a most beautiful interior, and is favored with an exceptionally fine choir.

The residence of David H. Moffat, on the right hand corner of Lincoln and Seventeenth Avenues, is another home which was erected at the outskirts of the city a few years ago, but which is now in the heart of the finest residence district. Mr. Moffat is at the head of the strong First National Bank, and is also the father of the movement which has resulted in the construction of the new Denver, Northwestern and Pacific Railroad, which will do so much toward opening for the good of Denver the great resources of the new Pennsylvania of the West, Routt County.

Across the street is the old Tabor residence, for many years the beautiful home of the ex-senator, during the years of his prosperity. It still remained in the possession of his estate until 1902 when it was purchased by a local syndicate for the erection of a large building which will soon be commenced.

On the opposite corner, to the left, are two magnificent hotels to cost $250,000 each, erected by Colonel D. C. Dodge, who was one of the builders of the Denver and Rio Grande Railroad, and by Mr. Walter S. Cheesman, principal owner of the Denver Union Water Company. These hotels are being erected to supply the demand for additional quarters for the accommodation of the great numbers of strangers who are yearly increasing as Denver becomes more and more favorably known as both a summer and winter resort, and, greater and better yet for its ultimate prosperity, as a point for investment which has no equal in the great and growing West. One block distant, to the left, is the newest of all office buildings in Denver, the Majestic, owned by a syndicate of local bankers, and just completed.

There was a time when Denver experienced what might well have been termed a building boom. This was during the real estate excitement of 1890-1892, when it was difficult to secure sufficient material with

Residence of D. H. Moffat

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Majestic Building

which to carry out the contracts in the hands of architects and builders. Since then there has been what the good world is pleased to call a panic, during which there was no building for speculation, but only in response to an actual demand.

Denver has had no boom since that of 1892, yet it is true that in the days of wildest excitement, when speculation alone was the spirit of the hour; when buildings were erected for sale and not for occupancy, there never has been a time showing the great activity that exists in building circles to-day. The year 1902 surpassed the most hopeful dreams of the sanguine pioneers. The record of permits shows a total value of $4,512,551 for new buildings.

Thus have we pictured Denver from the "SEEING DENVER" car. It has been for us simply to introduce the buildings as they have come before our vision, permitting each object to speak for itself. Forty four years ago the child was unborn. To-day it is yet a child, but fashioned after a man; strong where others with age are weak; filled with the faith which is born of knowledge; courageous because its strength has been tried. Gateway in the great arch of the Western States to which Colorado must forever be the Keystone, Denver acts as the portals through which all footsteps must pass if they enter into the realms of the great and untold wealth of the new and growing West.

With irrigation producing unfailing crops; with every strike of the pick disclosing new and unounted treasures of gold and silver; with factory following upon factory and industry after industry growing into successful prominence, the Denver of to-day has grown from a discouraging nothingness, assisted mainly by the profuseness of Nature's blessings. Now that mankind with its advanced science, its scholarship and its learning, is willing and anxious to lend its hand and its pocketbook toward the opening of the virgin greatness of this City and State, who shall say what limit there will be to the growth of the City, the value of its realty, the extent of its commercial territory, or to the fame and honor and glory of THE WESTERN TOWN CALLED DENVER QUEEN CITY OF THE PLAINS?

"Seeing Denver" in 1902

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A WESTERN TOWN

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CALLED DENVER

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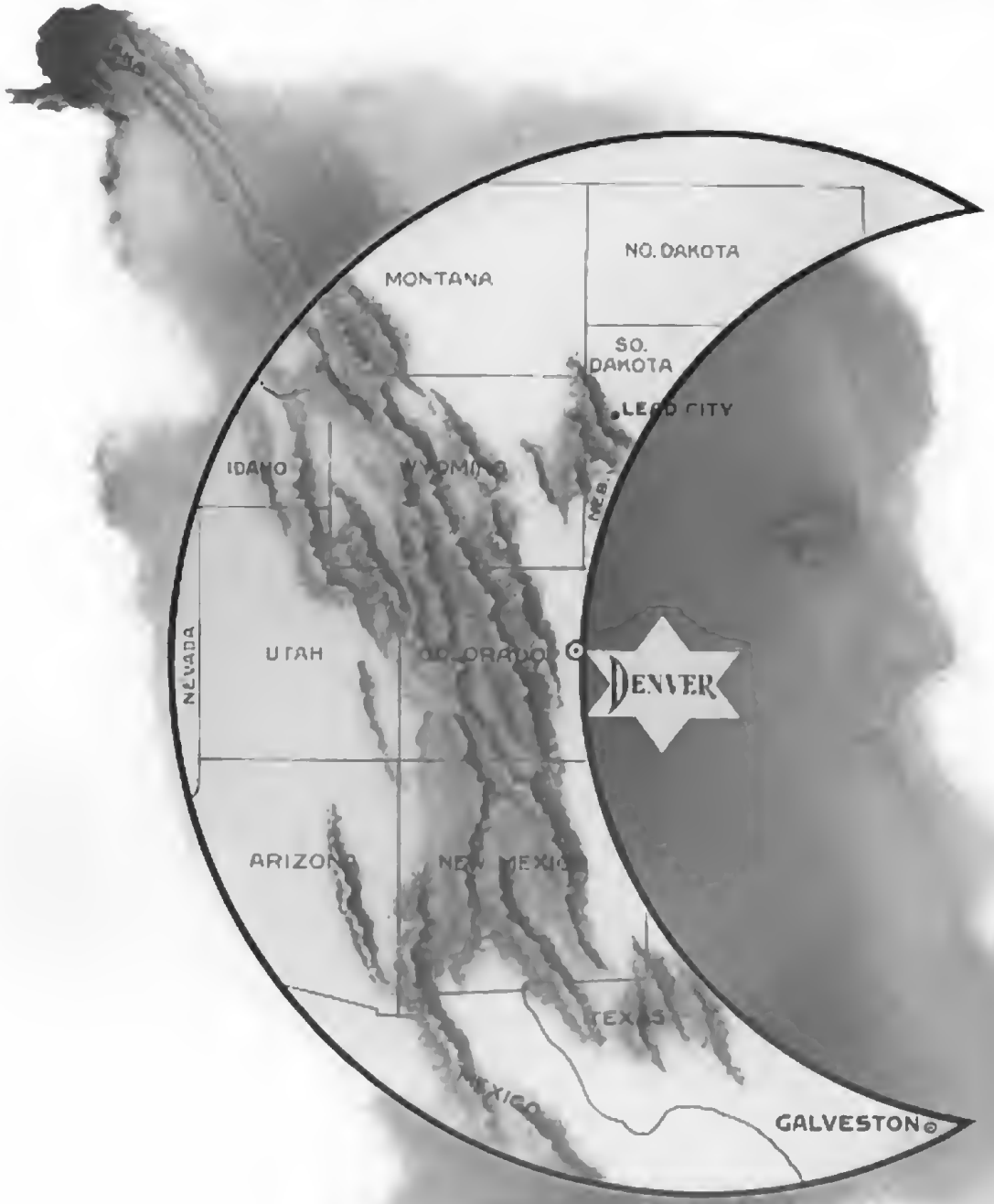
The "TERRITORY of the CRESCENT"

In compiling this book, the natural rotation of "Cause and Effect" has been reversed. We have "SEEN DENVER" in all the magnificence of its garb without asking what circumstances have produced the pleasing results everywhere apparent.

If such a question had been propounded at any time during the last thirty years, its answer would have been confined to an enumeration of the resources and developments of the State of Colorado, for it has been true that, until most recent years, the remarkable growth of Denver as a City has but reflected the development of Colorado as a State. Nineteen hundred and three, however, no longer permits reference to such restricted territory as may be found confined within the limits of any one State, even though it be as great a State as Colorado is universally acknowledged to be; for Denver, touched by the magic wand of progress, has burst forth into a star of such magnitude that the brilliance of her commercial supremacy extends into the Dakotas on the north, and into Old Mexico on the south, until,



"As the sun draws the mist
From the sea to the skies,"

this City absorbs unto herself the nourishment of the trade of this vast region.

A growing proportion of the trade of Nevada, North Dakota, Nebraska, Kansas and Oklahoma already radiates toward Denver, but the region which is indisputably tributary to this city includes South Dakota,

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Mount Kendall (13,843 feet) and Silverton, on The Denver and Rio Grande Railway

Idaho, Montana, Wyoming, Utah, Arizona, New Mexico, Texas, Colorado, and the Republic of Mexico. What a superb area this is. A section of the United States which contains 1,168,691 square miles, or almost one-third the entire surface area of the whole country, which, including Alaska, is only 3,692,195 square miles in extent. A section of this country which has added $410,894,865 in gold and silver coin to the mints of the United States. A section which produces an annual average of 118,851,458 bushels of corn, 117,240,093 bushels of wheat, and 56,200,232 bushels of oats from a total of 16,079,126 acres planted to these three cereals; a crop valued at over one hundred and fourteen million dollars each year; yet a section which, despite its great and productive area, contains a population of only 5,401,748, or about one-sixteenth of the entire population of the United States of America. In proportion to the increase of population (which in this territory was, from 1890 to 1900, 1,537,133) is the ratio of increased production, and for this magnificent domain Denver is both the inlet for supplies and the outlet for surplus crops, minerals and manufactured articles.

These figures contemplate only that portion of the United States enclosed within the drawing of the "crescent." They omit the mineral production by at least the extent of eighty-five million dollars annually from the Republic of Mexico, and do not take into consideration the yearly importations by that country amounting to over sixty-one million dollars, much of which business is handled directly from or through Denver. They omit consideration of the cotton crop of Texas, exceeding three and one-half million bales each year; of five million pounds of wool produced annually in Old Mexico, and the many additional million pounds from New Mexico, Wyoming, Utah and Idaho; of the great beet sugar industry; of the enormous copper, coal and iron mines which each add many million dollars to the value of the total production of the territory which offers to Denver, and, through Denver, to the world, such an inestimable supply of the necessities of life.

"The mineral wealth and irrigated lands of Colorado are inexhaustible, and as the production increases from year to year Denver will inevitably grow to keep pace therewith, finally becoming one of the most conspicuous cities of our great nation."

—Henry Clews.

It is the purpose of this book to adhere strictly to a recitation of facts, past and present, without attempt at prognostication for the "territory of the star and crescent," beyond a comparison, perhaps, of what has been with what is, and an application to the future of the conditions which have produced the present.

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Arapahoe Peaks (13,040 feet) on the Colorado and Southern Railway

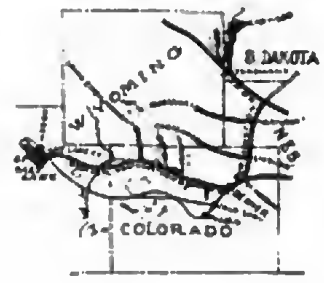
Two factors have been, and still remain, prime amongst all in the advancement of Colorado and its tributary territory from a land of barren waste to a most prosperous community. These are *Railroad Building and Irrigation.*

In contemplating the construction of railroads it is unnecessary to retrace step by step the onward march of the iron horse on its first journey across the desert, binding with rods of steel the commerce of the Atlantic with that of the Pacific. It is not even needful to more than refer to the completion of that branch of the Colorado & Southern which connects Denver and the territory of the "crescent" with the seaboard at Galveston, the consummation of a pet dream of ex-Governor Evans, to whose untiring energy the early completion of the undertaking was due. The Denver & Rio Grande and the Rio Grande Western were built by Colonel D. C. Dodge when nothing but the supreme faith of a remarkable foresight could have warranted the undertaking. Following the development of Cripple Creek, Leadville and other mining camps of the State of Colorado, other railroads have been, year after year, completed, until 1903 finds over 5,000 miles within the State limits, where, until thirty-three years ago, the stage coach held full sway. But in most recent months two "lightning rods of commerce" which are of extreme importance to this entire territory, and thus to Denver, have in the one instance been completed and in the other begun construction.

In the Black Hills of South Dakota the great Homestake Mines occupy but a few hundred acres of the richest one hundred square miles on earth. This greatest gold mine in the world produces and reduces into gold bullion nearly four million tons of ore each year. The veins of gold-bearing ore in the Black Hills region are of phenomenal size, some of them having been proven for over seven hundred and fifty feet in width. This great expanse of mining territory has been brought directly into the commercial arms of Denver through the completion of the Burlington Railroad branch direct from Denver into Lead City, the metropolis of South Dakota. Hundreds of thousands of

THE NEW PENNSYLVANIA OF THE WEST

Showing the territory from the Black Hills of South Dakota, with the Burlington Branch connecting same with Denver; also the territory in Colorado west of Denver, including Southern Wyoming; with proposed D., N. W. & P. R. R. from Denver to Salt Lake City, with branches into Southern Wyoming.



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dollars are now at work developing the vast mineral resources of the Black Hills where but a few years ago only one company was operating. The machinery used in these vast mines and enormous mills, as well as the necessities of life, are furnished to this great mining district by the merchants and manufacturers of Denver. This is the first and already completed of the newer railroad enterprises mentioned.

The other, still in the early stages of construction but perhaps of first importance because of the extent of virgin territory which it will open for development—the now building Denver, Northwestern and Pacific Railroad—captained by Mr. David H. Moffat, is rapidly "steeling" its way over the Rocky Mountain range into Routt County, through the great Pennsylvania of the West, ultimately to connect Denver with Salt Lake City, Southern Wyoming, Northeastern Utah and Northwestern Colorado, now without a single railroad, thus bringing them into commercial juxtaposition with the markets of the world. This little square of territory with its more than fifty thousand square miles and less than fifteen thousand population, is richer in natural inheritance than Pennsylvania with its forty-five thousand square miles and six millions of people. Much of it has never been trod by other than the moccasined feet of the Western Indian, the fleet footed deer and antelope, or the velvety tread of the mountain bear, but prospectors those hardy standard bearers for the army of capital and labor following in their wake—are now penetrating into the wilds of this region and opening up mountains of anthracite and bituminous coal, and of iron; great ledges of onyx and marble, and quarries of granite and sandstone; while the sunshine glistens on noble Hahn's Peak, its crevices brilliant with an incrustation of gold, and sparkling streams flow peacefully over sands beneath which golden nuggets lie hidden. The farmer of to day can little hope to successfully compete in the markets of the world if he reaps his crops with a sickle and binds his grain by arduous labor of the hand. Neither can the miner, be it of coal or copper or iron or gold, successfully operate his mines if handicapped by a long wagon haul and inaccessibility for incoming machinery and supplies. As railroads made Cripple Creek one with civilization, progress, economy and prosperity, so will this new railroad make a new and magnificent Pennsylvania in this virgin part of the West. And all adds to the glory of Denver.

"As Pennsylvania is the keystone in the Atlantic arch of states, so is Colorado the keystone in the grand continental formation. She holds the backbone, the stiffening of the Republic."

Samuel Bowles

Boulder Falls
on Colorado and Southern
Railway

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IRRIGATION. That Denver is the metropolis of the arid region of the United States has grown from a natural possibility to a geographic fact. How many thousands of travelers have looked from the comparative luxury of a Pullman car out upon the great expanse of "sand and sage brush" extending from either side of the track into the deep blue of the distant horizon, and, looking, have wondered at the temerity of civilization to try and conquer such a seeming waste. How few of these same travelers have ever thought that, long after the nineteenth century had passed the noonday of its existence, the waters of Cherry Creek and of the South Platte were flowing between banks beyond which for hundreds of miles there stretched a portion of this same barren, unbroken waste where now the plowman reaps rich reward for his every hour of toil? WATER, the witch—WATER, the wand!

President Theodore Roosevelt in one of his speeches declared: "Government irrigation of the arid West will have the same beneficial effect upon the industries of the whole country that the opening of the Mississippi valley had upon the orginal states along the Atlantic seacoast," and in his message to Congress in December, 1901, he wrote: "In the arid region it is water, not land, which measures production. The western half of the United States would sustain a population greater than that of our whole country to-day if the waters that now run to waste were saved and used for irrigation." A great number of the mountain peaks of Colorado are forever covered with a heavy mantle of snow, water from which is constantly feeding thousands of mountain streams, which in turn augment the rivers of the State. Pouring their overflow into the same streams there are, nestled amongst the crags and peaks and hollows of the mountain tops of the State, six hundred lakes, fed by springs, by rains and by the melting snows. From 6,000 miles of running streams fed by these sources 12,000 miles of irrigating canals and ditches constructed by private capital conduct water upon five million acres of cultivated land in Colorado. By applying to the arid lands of Colorado the national irrigation law enacted by the Congress of 1902, an additional 5,000,000 acres of land in this State would be available for the highest degree of cultivation. By the application of the same law to the State of Wyoming 8,000,000 acres could be reclaimed in that State, and what is true of these two States is more than equally true of each State in the "territory of the crescent." Colorado alone, with its population of only 539,700 covers an area of 103,969 square miles, which is an area greater than that of Maine, Massachusetts, New York, Connecticut and

A Colorado Wheat Field
Near Greeley, Colo., on the Union
Pacific Railway

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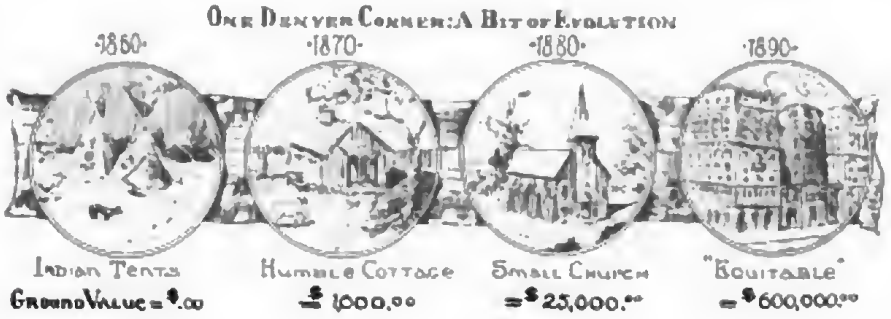
Rhode Island combined, yet these States sustain a population of 12,105,682. The population of Colorado averages 5.2 persons to each square mile of her territory; that of Massachusetts, 348.9; of New York, 152.6; of Connecticut, 187.5; and of little Rhode Island, 407. Egypt sustains six million people on six million acres of land irrigated by water from the Nile. Yet Wyoming, with a population of only 92,000, possesses sufficient water to irrigate eight million acres of arid land. The echo of Horace Greeley's prophetic advice should ring in every ear throughout the land: "Go west, young man; go west."

Irrigation, scientifically applied, produces ideal crops. It averts drouths, and causes no vegetarian deaths by drowning. The thrifty farmer turns the stream into the field, the orchard or the garden to water thirsty children of Nature, and, when they have drunk, turns it out again to run its course. Nature is a fond mother, but oft times heeds not in time the cry of her wilting offspring. Irrigation is a reliable wet nurse for infant crops.

Mystic Falls on The Denver and Rio Grande Railway

To those who are unfamiliar with true conditions there is a generally prevalent idea that the great West is pre-eminently the home of cowboys and miners. It is true that they were the scouts who made possible that which followed, but the industries which they represent do not by any manner of means control the markets of the States tributary to Denver. Of all the territory under discussion as tributary to this City, with the exception of Montana and Idaho, Colorado is most typically a mining State. She leads the world in the production of gold, and for this industry is most generally famed, yet as a matter of fact the purely farm production of the State for 1902 realized an actual market value of over thirty-seven and one-half million dollars, and this was almost directly and wholly the immediate result of irrigation. Allied most closely to the farm products, and dependent largely upon irrigation, are the live stock interests of the State. The census at the close of 1902 shows the enormous number of 3,332,000 head of cattle, horses, mules, burros, sheep, hogs and goats in Colorado, valued at over forty-one million dollars. The live stock business of Colorado for 1902 netted in excess of twenty-one and one-half million dollars. Colorado, known and



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Fishing in the St Vrain on the Burlington Railway

reputed as a mining State, yet producing nearly eighty million dollars in agricultural and live stock interests in 1902, offers to the thinking portion of the world at large a particularly bright example of the value of irrigation in the arid districts of the United States. Were Colorado compelled to sacrifice either one of the two great blessings of nature with which she is particularly endowed, she could far more readily afford to dispense with her gold and her silver than to part with the richest inheritance in her possession—water for irrigation.

Generally speaking, ranch land in Colorado or any part of the arid West must be classed either as irrigated or dry. Irrigation ditches thus far constructed by private capital are, as a rule, owned by corporations, the stock of which is held by owners of land lying under or subject to irrigation by the various canals. Each share of stock entitles the owner to a certain specified number of inches of water per season, land owners and stockholders aiming to own a sufficient number of shares of ditch stock to entitle them to the requisite water for the acreage which they till. Stock, as a rule, is assessed yearly for sufficient to pay the cost of cleaning, repairing and maintaining the irrigation canals, and the average cost per acre of land per annum for irrigation water is about $1.25. Water is sometimes sold by the inch for a season's use to those who own land along the line of a ditch but who, for some reason, are not owners of water rights or stock in the ditch line. The transfer of land in any irrigation district is almost invariably accompanied by a transfer of ditch stock, or rights to a certain amount of water is a portion of the transfer of the land, in the regular deed of conveyance.

An inch of water is measured by the flow through a gate twelve inches wide and one inch high. Thus a person entitled to ten inches of irrigating water would receive his supply through a trough twelve inches wide and ten inches in height.

COLORADO LIVE STOCK CENSUS, 1902

	HEAD	VALUE
Cattle	1,180,000	$28,650,000
Horses	250,000	6,250,000
Mules and Burros	14,000	190,000
Sheep	1,750,000	5,250,000
Hogs	98,000	1,176,000
Goats	40,000	90,000
	3,332,000	$41,606,000

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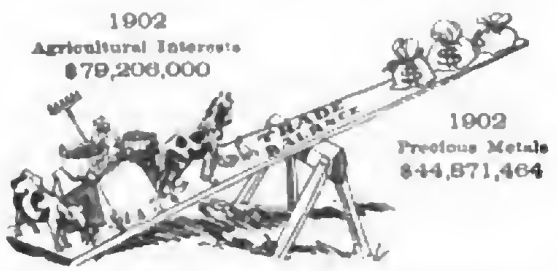
Irrigation in Colorado has within the last few years established a new industry so firmly into the list of the resources of the State that it is becoming, with great rapidity, not only one of the most prominent, but also one of the most productive of income and of profit. Available for the culture of the sugar beet there are estimated not less than five million acres of land under possible irrigation within the limits of Colorado, and extensive experiments have demonstrated that in no section of the world where the culture of sugar beets has been undertaken has the soil and climate combined to such advantage. Students of sugar beet culture assert that the application of moisture at the proper period of the growth of the beets, and the absence of moisture on the plant at certain periods of its approaching maturity, is of more particular value in the successful growing of this commodity than the richness of the soil itself. The peculiar climatic conditions which govern many of the sugar beet growing sections of the world are the greatest items of contention, and it is because of their existence and handicapping influence that the German empire and other foreign countries have for so many years indulged in offering large bonuses to growers of sugar beets. Even California, the first and for some years foremost producing State in this country, is unable to meet with equal success the climatic conditions of Colorado.



COLORADO FARM PRODUCTS FOR 1902

Wheat, oats and barley	$ 3,400,000
Alfalfa, timothy and native grasses	10,500,000
Potatoes and vegetables	4,000,000
Dairy products	4,800,000
Poultry and eggs	1,800,000
Honey	200,000
Fruits and garden products	4,800,000
Wool and hides	3,600,000
Sugar beets	4,500,000
	$37,800,000

The extreme importance of this one industry, which is permitted to thrive and to exist solely through the development of the irrigation [illegible] State of Colorado, is made poignantly apparent by a consideration of the fact that prior to 1899 the industry was practically unknown in the State, its products for that year being under the $100,000 mark, while they advanced in 1900 [illegible] and one-quarter million dollars in value, in 1901 to three million six hundred thousand dollars in value, and in 1902 the crop of sugar beets in the State of Colorado exceeded four and one half million dollars in total value. Consideration of this one particular product, now the foremost in the list of farm products in Colorado, must not stop, in contemplating its value to the community, [illegible] Denver, with a mere recital of the total value of the crop produced. Every sugar beet must be converted to a marketable commodity, and in

Pike's Peak (14,108 feet) from
Atchison, Topeka and Santa Fe Railway
Depot at Colorado Springs

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Beet Sugar Factory, Greeley, Colorado
On the Union Pacific Railway

the process of turning the farm product into coin there are many thousands of men employed in the various beet sugar factories of the State, and many millions of dollars each year expended in the development of the industry, the erection of new factories, the maintenance of those already in operation, six in number, and in the equipment of both fields and factories for the continued production of what is already conceded the best beet sugar in the world. The United States Reports upon the percentage of sugar contained in the various sugar beets grown in the different sections of the West show that there is a higher percentage of the desired contents in the beets of Colorado growth than in any others. Proving the truth of these assertions, beet sugar factories have already been removed from other States, in which they have been erected, to Colorado, where the conditions for the growth of the sugar beet are so much more favorable than anywhere else. Throughout the "territory of the crescent," tributary to Denver, and offering golden incense to the coffers of the merchants, the manufacturers, the land owners and all residents of the City of Denver, the growth of the sugar beet is being undertaken with growing degrees of success. If it is true that Colorado offers the greatest inducement for this particular culture, it is also true that the experiments thus far undertaken in the other States within the limits of this application have not been without their reward, and as methods and means of irrigation are increasing in efficiency, so are the crops of sugar beets growing in value.

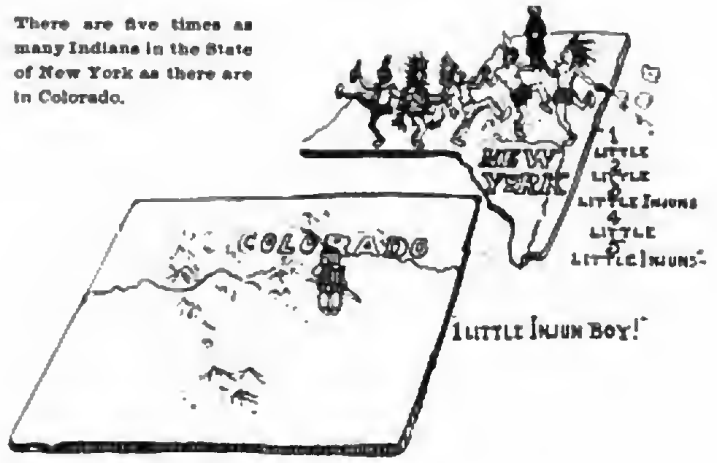
Irrigation is King. In the arid West, at least, the Water Cure is a humane success. It has developed an Eden of usefulness out of a barren waste. Like in the field of "Arduth" it has made lilies to bloom in the midst of the great American desert. It has added billions of dollars to the value of the territory from which Denver has drawn her greatness, and to which she looks for future support.

"Little drops of water, on little grains of sand,
Have made a mighty difference in the price of land."

Millions of gallons of water run to absolute waste every day of the year. To control these millions in reservoirs, that they may be applied to the burning, parched earth, is the mission of the new irrigation law of 1902. In its passage is the first crowning achievement in the redemption of millions of acres of soil which for fertility know no equal; in its adaptation in the "territory of the crescent" lies the assurance of growth for the City of Denver which can not be contradicted.

Colorado also leads all other sections of the land tributary to Denver in its fruit crops. As nearly as can be ascertained, the first fruit was planted in this State about the year 1863, but not before about 1890 was much attention paid to this

There are five times as many Indians in the State of New York as there are in Colorado.



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class of culture. The total fruit crop for 1902 approximated five million dollars in valuation, a notable increase over any preceding year. Different sections of the State are particularly noted for the especial degree of perfection to which some particular fruit has been brought in its culture. Grand Junction, on the western slope, produces peaches which compare favorably with those of the most accepted orchards of California. Prunes and small fruits are also particularly prosperous in the valley of the Grand River. At Canon City, in the valley of the Arkansas, one of the most fertile in the State of Colorado, apples which compete successfully with the best from Canada or New York State are grown in abundance and of nearly every well known variety. At Rocky Ford, also in the valley of the Arkansas, cantaloupes and watermelons have reached the highest degree of successful cultivation, and these products from this section are a guarantee throughout the world of an exceptionally delicious flavor, richness and desirability. These fruits are shipped in great abundance to the markets of London and Paris, where they top the market at all times, in prices received.

A census bulletin issued in July, 1903, states that Colorado has passed California in extent of irrigated acres as well as in amount of precious metal produced.

Greeley, north of Denver, in the valley of the Platte, is famed for its growth of potatoes. The potato crop of that section is valued at over three million dollars each year.

Alfalfa, the principal forage crop of the arid West, and one which has in recent years advanced to a foremost position in the items for fattening feeds, is one of the principal sources of agricultural income throughout the territory adjacent to Denver. The value of the crop for Colorado, during the season of 1902, exceeded ten million dollars. It is one of the best paying crops to which attention is paid, and has played an important part in the advance of the agricultural interests of this entire section. Thousands of head of cattle and sheep are each year fattened upon alfalfa and shipped directly to the markets of Chicago, Omaha and Kansas City, or offered in the stockyards of Denver. Dependent largely upon

A Sugar Beet Field
From Union Pacific Tracks near
Greeley, Colorado

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the possibilities of irrigation, from one to four crops each year are taken from the same ground, each crop producing from one to three tons per acre. The average cost of production is stated as about $1.25 per ton, while the average price, in the stack and on the field, is $4.00 per ton, ranging in seasons as high as $7.00.

It is a generally accepted fact that, given irrigation, any land in the arid West which will permit the growth of sage brush or grease wood will, under proper cultivation, yield prolific crops of alfalfa, and for this reason, and demonstrative of the truth of this general statement, little patches of green fields of alfalfa are found in localities of the utmost isolation and general lack of agricultural development. They are, indeed, oases in the American desert. That the alfalfa crop of Colorado exceeds in quantity that of Wyoming and others of the States within the limits of the territory treated as tributary to Denver is not the result of lesser possibilities in those States, but of lesser development of the irrigation facilities within their limits. There are millions of acres in the States of the "crescent" which are at present undeveloped and untilled that will, with the advance of irrigation and the application of water to the soil, produce enormously of alfalfa and kindred grasses, advancing the live stock and the agricultural interests of the entire section, and adding greatly to the value of land, as its income-producing qualities add to the value of every interest within the City of Denver.

THE WATER CURE

	1889	1899	Inc.
Acres irrigated in the Arid West	3,564,415	7,263,273	103%
Number of irrigators	33,384	102,819	95%

Professor Elwood Mead, Government Irrigation Expert, asserts that Wyoming alone can yet irrigate eight million acres.

Cañon of the Grand on The Denver and Rio Grande Railway

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MINES AND MINERALS. With the upper vertebræ adhering closely to the icy mountains of Alaska, and the lower extremities bathing in the sea off the southern coast of Patagonia, the *Backbone of the Western Hemisphere*, as exemplified in the range of the Rockies, passes directly through the territory which contributes to the support and maintenance of Denver, Colorado being the very nerve centre of the entire system.

Including the production of gold and silver for 1902, the territory outlined in the crescent on page 12, not including North Dakota or the Republic of Mexico, on December 31, 1902, had exchanged for gold and silver coin at the various mints of the United States, bullion in value exceeding five hundred million dollars, and this has occurred in considerably less than half a century of time, the last ten years having witnessed a growth in precious metal production which is so startling that actual figures seem impossible. Colorado alone offers a most striking example of this, the total precious metal production of the State having increased from $32,342,571 in 1882 to $44,871,464 in 1902. Of peculiarly direct importance in their bearing upon the production of money metals of the world are the following comparisons for the same State, covering the same period. The silver production has decreased from $22,628,573 in 1892 to $8,321,493 in 1902, while the production of gold has increased from $4,717,396 to $20,408,317. These figures speak volumes to thinking men.

COLORADO MINES

Precious metal production of Colorado for 1902 . .	$44,871,464
Dividends paid by precious metal mines of Colorado, 1902	11,761,960

NET TWENTY-SIX PER CENT. PER ANNUM ON THE TOTAL PRODUCTION.

The tremendous value of the mineral deposits of the vast expanse of territory included in the Rocky Mountain range and its direct tributaries, and extending from Montana on the north into and through the Republic of Mexico on the south, is difficult, if not impossible to appreciate or determine. So truly wonderful have been the strides of advancement in both production and method of treatment of gold and silver ores within the last twenty years that figures serve but to bewilder those who would hastily study the subject. No better example of the uncertainty of mining or the fallibility of the most conservative judgment exists than in

"Prospectors are now penetrating into the wilds of this region"

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Boulder, thru' the trees, on The Colorado and Southern Railway

the history of Cripple Creek, Colorado. At two times in the early history of the State prospectors visited the Cripple Creek district, then utilized solely as grazing land, and, after an apparently most thorough search, abandoned the field with perfect assurance that no gold in paying quantities could be found, yet in the brief space of ten years the production of gold in this district has reached the enormous value of over two million dollars average per month. So varied are the geological conditions which in different localities govern deposits of auriferous rock, that only persistent development, consisting of actual, systematic prospecting of the ground at reasonable depth, can bring assurance as to the existence of gold values in any of the mountain districts of the West. Failure of limited prospecting or of surface exploration of any section of the mineralized territory in the mountain States must not be considered as significant of lack of values in quantity to pay for the opening of mines.

Gold is just as truly a necessity of life as is wheat. The mining of it, as a business, is just as legitimate as any mercantile pursuit. Not even the farmer, whose avocation is often boasted as the most independent of any, comes as near to nature or to dealing with a purely natural product as does the miner, and it is not infrequently the case that the surface of the ground which has yielded from underneath many hundreds of thousands in value of gold and silver ore, is at the same time productive of many crops of vegetable growth. Mining is subject to the same degree of systematic procedure that governs any well-regulated commercial enterprise. Modern methods and available devices have placed the average mining property on a basis as studiously outlined in the matter of method and of expense as characterizes a modern manufactory. The possibility of profit exceeds by startling comparison that which is possible from any other enterprise which is at the same time governed by conservatism, legitimacy and valuable assets.

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The surface of the Rocky Mountains has not yet been scratched in the search for precious metals. This is a time-worn expression, but none other as nearly states the exact, literal truth. Montana, Idaho and Colorado are completely crossed from their northernmost to their southern boundaries with the main range of these mountains. Over four hundred miles of this range exist in the State of Colorado alone. From Hahn's Peak on the north to the silvery San Juan on the south, great mines have been opened, and are still producing thousands of tons of rich gold ore each month. Each month brings the record of new discoveries; new properties which have been placed upon a paying basis as development has proceeded. Wyoming produced gold in large quantities long ago, when it was a greater effort to withstand the raids of wild Indians in their murderous attacks upon the miners than to discover gold ore of value or to transport it hundreds of miles to points where it might be reduced to bullion. Montana has added over ninety million dollars in gold to the wealth of the world. The Black Hills of South Dakota produce annually an amount only second to any other mining district in the entire world. Idaho produces more gold in placer workings at this date than the entire product of famed Alaska. Utah possesses mines of gold and silver which produce ore valued in the millions of dollars each year. The greatest copper mines of the world are in Arizona. Senator W. H. Clark has amassed a fortune second to none in the entire universe from his mines of Arizona and Montana. New Mexico, younger, perhaps, in its development of mineral resources than any other of the States in question, owing to the old Spanish grants which have for centuries tied the mineral land and held it in individual ownerships, is marching steadily toward the front ranks of the gold, silver and copper-producing States and Territories. Old Mexico! what figures can begin to tell the untold wealth of those mountains!

EDUCATIONAL

Pupils in high schools of Colorado . . .	7,800
Students at State School of Mines, Golden	244
State University, Boulder . .	662
Agricultural College, Ft. Collins	448
State Normal School, Greeley .	286
State School for Deaf and Dumb, Colorado Springs	190

Colorado has 1,600 school districts; 1,803 school houses; 3,388 school teachers; 172,696 school children attending.

Value of school buildings	$7,128,000
State school fund, 1902	2,916,000

The continued growth of railroad construction is assisting, to a very large and appreciable extent in the development of the mineral resources of this entire section of the country. Year after year new mining camps are thrown open to public notice, and slowly, but surely, do they work their way into the ranks of the steady producers. It is only ten years since there was no Cripple Creek in the history of gold production. When silver received a set back at the hands of legislators, Leadville, Aspen and other mining communities believed that the day of their prosperity was of the past until, maybaps, the white metal might again receive its just recognition as a money metal.

Sylvan Lake, South Dakota, on the Burlington Railway

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Looking down into Clear Creek, Colorado on The Colorado and Southern Railway

A few years of persistent effort, and these same cities became amongst the leading gold-producing camps of the world. Abandoned mines of long ago in Wyoming, Montana, Idaho, Arizona and New Mexico have during more recent years been reopened, new machinery installed, new methods of treatment and of mining adopted, until now amongst the heaviest dividend-payers of the West may be numbered many a mine which had, under the adverse conditions of a quarter of a century ago, been compelled to close its entrances. In the Black Hills of South Dakota, where the Homestake Mine for twenty three years has paid a dividend each month to its stockholders, acres of valuable land have lain idle in the belief that sufficient water could not be secured to permit economical treatment and reduction of the ores. In 1903 capital amounting to millions of dollars has taken this section in hand, and now hundreds of acres are producing gold in large quantities and at a profit to the mine owners. In Silverton, in the southern part of Colorado, development of 1902 has proven the existence of great veins of ore which, in instances, have returned pure gold. This ore has come from depths of over 1,000 feet, demonstrating a continuity of values which warrants deep mining. And so on, throughout the entire mineral district of the Rocky Mountains; the energy of men, the expenditure of capital, the erection of new mills, of smelters and all classes of reduction plants, are being concentrated in this industry—an industry which provides employment for thousands of men; which enriches thousands more, and which, unlike nearly every other pursuit which mankind follows for the increase of its wealth or the provision of food and clothing, is not dependent upon the whims of the market or the condition of the weather; which furnishes supply for a demand which must increase just as long as humankind increases or exists; and which offers an ever healthful, clean, profitable occupation for those who are honestly inclined.

The precious metal mines of Colorado, during 1902, paid dividends to their owners amounting to twenty-six per cent. upon the entire amount credited to the production of the State. These dividends do not represent all, or nearly all, of the profit received from the operation of precious metal mines, for, in many instances, ownership is private and facts, as to profit, are withheld from statistical information.

But the mining industry is not confined to the production of precious metals. Gold and silver, copper and lead, are valuable products, closely associated both in their value and their natural affilia-

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COLORADO HAS ENOUGH COAL TO GO 'ROUND

COAL IN COLORADO

The visible coal supply, developed and opened up, is 16,000 square miles, measuring forty-five billion tons. The prospected coal area covers 40,000 square miles.

Coal mines in operation, 1902	**130**
Tons of coal produced, 1902	**6,000,000**
Tons of coke produced, 1902	**1,000,000**
Mine value coal and coke, 1902	**$12,237,568**

tion, but the mining of iron and coal tills just as important a field in the scope of production in the West.

The Coal Fields of Colorado are by no means confined to any one section of the State. Extensive fields have been opened up and large plants of machinery installed in the northern lignite fields about 16 miles north and westward from Denver, and the greater part of the domestic supply for this city is derived from these mines. At and near Canon City another large field has been developed where bituminous coal in great quantities is mined each year, a large proportion of the steam coal used at the mills and mines of the Cripple Creek mining district being shipped from this section of the State. At Trinidad, in the southern part of the State, and at Durango, in the southwestern part, other enormous fields are developed, while in Routt County, in the northwestern part of Colorado, prospecting has developed the existence of vast deposits of anthracite coal of a very high grade.

At Rock Springs, Wyoming, vast fields have been under operation for a number of years, a considerable part of the supply being shipped to Oakland, California, for consumption.

The latest United States reports, giving the production for 1899, show a total of 11,949,443 tons of coal mined and sold in that year in the States and Territories tributary to Denver, not including Mexico. The average yearly increase of production of this mineral in the territory named is in excess of twenty per cent., and with the completion of the new Denver, Northwestern and Pacific Railroad into Routt County, Colorado, this section alone will produce and ship an enormous quantity which is at present inaccessible.

Iron Ore. Colorado ranks ninth in the States in its production, though perhaps the greatest percentage of increased production since 1899 has been in the State of Wyoming, where great fields of red and brown hematite are at present being developed. The present production of iron ore exceeds four hundred thousand tons per annum in Colorado and

Courtesy The Denver and Rio Grande Railway.

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Telluride, home of the "Camp Bird" mine, on The Denver and Rio Grande Railway

adjacent States. The value of this production is not generally understood, as its worth in this section of the country lies less in its adaptability for commercial uses than in its great value for smelting purposes. Iron values in gold and silver ores are of great importance in reducing smelting charges, this mineral being a necessary flux, and unless carried to a certain extent in the other ores, shipment of purely iron ores are necessary, freight thereon being an important addition to cost of ore reduction.

Copper reaches its highest production in the United States in Montana and Arizona. These two sisters produce in excess of three hundred and sixty million pounds of copper each year, and in connection with Colorado, Utah and neighboring States, the total copper production for this territory is swelled to nearly four hundred million pounds annually.

Lead, another necessary product for the process of smelting, is produced in the same territory to the extent of one hundred and eighty thousand tons per annum.

Idaho Springs, "health of purse and of body," on The Colorado and Southern Railway

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Gray Toll Road
The greatest wagon ride in the world

The Petroleum product of Colorado was valued at about $1,500,000 for 1902. Several new districts have undertaken the sinking of oil wells, and the latest reports show nearly two hundred new wells in course of development in Colorado alone. Of these, twenty-five have already become producers to a greater or less extent.

Manganese Ores, Zinc, Quicksilver, Antimony, Tungsten, Uranium and Vanadium are all found throughout the Rocky Mountain States in greater or less paying quantities, and with the development of other classes of mines and minerals new surprises are constantly attracting the attention of the chemical and expert world. It has now become a custom of regular adoption for the largest concerns in the manufacturing world to keep one or more of their most expert mineralogists in this territory, keeping them in touch with the results of the development which is constantly going forward with such success.

Without entering into a most voluminous work of statistical information it is impossible to direct attention to all the mineral interests of this "territory of the crescent" which have assisted in bringing into prominence each of the many communities more or less generally known throughout the globe for their prominence in the mineral world. There are hundreds of millions of dollars at present engaged in the development of these sources of wealth. The increased production each year, the growth and continuity of dividends, and the spreading of ownership in these industries are bringing the attention of many thousands to other resources of this territory, inducing them to make their homes in this midst, to invest their surplus cash in these holdings, and in this direct manner to contribute to the upbuilding of Denver, until it becomes, as has been so wisely predicted, one of the very greatest cities of the entire United States.

COLORADO OIL

Output for 1902 . .	365,000 barrels
Total refined oil . .	6,500,000 gallons
Total value	$975,000
Producing wells, 1902	75
Producing wells, new, 1902 . . .	25
New wells sinking, 1902	200

Building Stone, Granite, Marble and Ornamental Onyx were almost unknown in the State of Colorado until after 1880, and in other sections of the Rocky Mountain region for a longer term. The first large office building erected in Denver was built in 1879, and all of the stone used in its construction was shipped into Denver from Ohio. To-day the greatest buildings of the city are constructed entirely of Colorado, or at least of western material. The Brown Palace Hotel was erected of brown

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Mt. of The Holy Cross (14,176 feet)
On The Denver and Rio Grande Railway

sandstone shipped from quarries in Arizona. The State Capitol is built entirely of Colorado material with the single exception of the glass. The granite is the gray granite of Gunnison County; the onyx trimmings are from Colorado quarries; the marble is hewn in this State, and the iron work was cast at the foundries of Pueblo. The new United States Coinage Mint is constructed also of Colorado stone, the material used in this building being a beautiful pink granite, also largely quarried in the State.

Arizona possesses some magnificent quarries of a particularly desirable red sandstone which is being used in building even to a limited extent in New York City. Wyoming, in Red Canon, north of Atlantic City and South of Lander, possesses mountains of enormous ledges of red sandstone also largely used for building purposes, while Colorado, in various sections of the State, is supplying all of the sandstone used both for building and for sidewalk paving in Denver and the larger cities of the State. Utah also supplies for her buildings nearly all of the material required in their construction. Some of the most recently erected residences in Salt Lake City are marvels of beauty, wondrously expensive, and constructed entirely of marble and onyx found within the borders of western Colorado and of Utah. The ornamental onyx already quarried in New Mexico and Colorado to good advantage will soon be augmented by new supplies from the enormously rich fields in Routt County, Colorado. Specimens sent in by the early prospectors now at work in that county are of excellent grade and beautiful markings.

Brick, which, with stone, is the prevailing building material of Denver and of nearly all the newer cities of the Rocky Mountain region, is manufactured in enormous quantities and of every grade as to quality. The variety manufactured in and about Denver is particularly noticeable in a ride about the City on the "Seeing Denver" cars. The absence of frame dwellings is noted by every tourist. Wood for building purposes is scarce and correspondingly high in price, while brick is manufactured in great quantities from high grades of clay which abound in many sections of the State. Such magnificent buildings as the Equitable, which stands on record, not as the largest, but as the best constructed office building in America, have utilized entirely brick made and marketed in Denver or its suburbs.

WAGES IN 1902

Wage-earners in Denver	10,936
Total wages received, per annum .	$6,825,003
Average yearly wage, each person	625

The highest average in the world.

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MANUFACTURING. If the smelting interests of Colorado and contiguous territory may be considered in the light of manufacturing interests of this community, then, indeed, will figures startle those who have never made a thorough study of the situation. The smelter product for the State of Colorado alone during 1902 amounted in market value to $72,706,546. Outside of the smelter product, The Colorado Fuel and Iron Company produces, from the manufacturing standpoint, greater returns than any other industry, its disbursements in this direction reaching a total in excess of thirty million dollars each year. The main plants of the company are located at Pueblo, one of the growing manufacturing cities of the West, and to this one institution that City owes much of its growth and present prosperity.

There are somewhat in excess of fifteen hundred distinct companies in the City of Denver which may be properly classed as manufacturing concerns. The output of these concerns during 1902 exceeded forty-nine and one-half million dollars in value. The greater portion of these devote their capital and energy to the manufacture of appliances used in the mining districts, though the growth of small plants into large ones in the manufacture of other lines of implements is rapid and most satisfactory. Of all infant industries in this great section of the country, however, manufacturing is the youngest. The virginity of the territory in its condition of limited development has not been conducive to the erection of large plants of machinery, and capital has wisely chosen to permit a natural, slower growth in this direction, thus assuring a certain profit, which might be more anticipated than realized if this class of enterprise were entered into on a larger scale. The "territory of the crescent" is so far from other centres of manufacturing supply, however, that new enterprises are being taken hold of every year, and it is remarkable in the world of finance that failures are seldom if ever reported from the manufacturing circles of Colorado or this part of the West.

Statistical information regarding the lines of commercial manufacturing is difficult to secure, and never is it in any sense complete. Owners of smaller plants have reasons of their own for retaining to themselves the information concerning output and profit which would be of particular interest to those who contemplate this class of investment. The market itself, however, is open for investigation, and it is true, so known to those whose business brings them in close touch with these conditions, that there is an excellent field for growth, profit and permanency in the opportunities for the establishment of manufacturing plants in various new lines of industry, which may produce articles that are in growing demand throughout the Rocky Mountain region.

Breckenridge on The Colorado and Southern Railway

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CLIMATE AND RESORTS. The great West is profusely supplied with pleasure resorts of every character, in which every sort of divertisement is offered, and throughout the entire section with which this narrative has to deal climatic conditions are better than can be found for the greater part of each year in other portions of the United States, where humidity results from lower altitudes, but Colorado, famed throughout every nook and corner of the civilized world, is so unquestionably and pre-eminently the Switzerland of America; so favored with every requisite for perfect healthfulness; so prolific in its possession of bits of scenic grandeur which are unequalled in christendom, that consideration of this phase of the future growth of Denver must be confined to reference to the climatic advantages and the resort places of the Centennial State.

Along the lines of nearly every railroad which enters or exists in Colorado there are resorts for the indulgence of pleasures and for the accumulation of health which are becoming known throughout the entire country, and which are drawing year after year a greater number of people from the Middle West, as well as from points in the heat-afflicted East. Platte Canon, on the line of the Colorado and Southern Railroad, offers the nearest-by sites for summer homes. Buffalo Park, Deansbury, Cassel's, Kiowa and Shawnee Lodges and other places are springing into prominence, building rapidly with a class of most desirable homes, and increasing in population with marked rapidity. Trout fishing in the Platte River, which as a beautiful and typical mountain stream passes through each of these resorts, is always at least fairly good, and yearly stocking of the stream with young fry maintains an equal average of fishing from season to season. The Georgetown Loop, one of the most widely-known feats of western railroad engineering, also on the line of this same railroad, attracts many thousands of tourists each year, additional interest thereto being caused by the near proximity of the loop to the famous mining towns of Georgetown and Idaho Springs, which latter city also possesses attractions as a pleasure and health resort.

In Platte Canon
on The Colorado and Southern Railway

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The Denver and Rio Grande Railroad passes through much of the most superb scenery in the world. The Black Canon, Royal Gorge, Canon of the Grand, Marshall Pass and other famed sections are known to travelers from every part of the globe, and the Circle Trip over this road, covering one thousand miles of most magnificent and inspiring mountain scenery, is one of the great attractions of the State. Glenwood Springs, on both the Colorado Midland and the Rio Grande Railways, has a beautiful hotel, attractive swimming tanks, hot springs, and all the accompaniments of well regulated resorts of any part of the country, in addition to which is the presence of the eternal mountains, the hunt, the fishing, and the wealth of outdoor healthfulness.

Colorado Springs, Palmer Lake and Perry Park, on the Santa Fe, the Rio Grande, the Colorado Midland and the Colorado and Southern; Estes Park, the St. Vrain and the valley territory north of Denver on the Burlington, and a thousand snug mountain resorts each of which offers its own particular line of attractiveness, hold their own in comparison with the pleasure and health resorts of any portion of the country.

The resorts of Colorado are to-day the nearest of any to a population of not less than eight million pleasure-loving people. Nebraska, Kansas, Missouri, Texas, Oklahoma — none offer within their own limits any respite from the heat of trying summer climates. The mountain streams of Colorado are prolific with

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the best of trout fishing; the mountains are filled with deer, bear, antelope and mountain lion; game is plentiful; fowl, in season, are profuse, and the hand of man has assisted with every modern convenience to extend to the pleasure loving public a perfection of natural attractiveness. The tourist travel into Colorado during the summer season is growing beyond the loudest hopes or wildest calculations of any early day

The Famous Georgetown Loop
on The Colorado and Southern Railway

enthusiast. Railroads are taxed to their utmost to handle the great masses who flock year after year into this wonderland, and every individual who once visits the State becomes an enthusiastic exponent of the greatness which must be seen to be understood, but which, being seen, can not be misinterpreted.

The climate of Colorado beggars description. The high, dry atmosphere renders humidity impossible, and the discomfort attendant upon a thermometer ranging from 90 to 100 degrees is infinitely less than that which, in lower altitudes, is felt with 80 degrees of heat. Sunstroke has never been known within the limits of the State. In the winter, when the thermometer may descend to zero or points below, the dry atmosphere protects from the unhealthful chill which is felt at sea level. Snow in abundance is seldom found except on the mountain tops. Sleighing is so nearly unknown in Denver, Colorado Springs or other cities of the State that it is a luxury, high priced and rare. The climate is not only pleasant, but it is healthful. It produces longevity of life. It energizes; it creates ambition. The healthful body is the home of a healthy mind; the two combined are the harbingers of a healthy purse. The sunshine of Colorado

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fills the lives of men with sweetness, just as it puts sugar into the beet. Crime is less; insanity more rare. Nobler thoughts lead to grander lives, and nobility is the first inspiration of the glorious climate of Colorado, set in the background of her magnificent scenery.

The climate of Colorado is healing as well as preserving. Hundreds of broken-down bodies and brains have come into the mountains of this State and have received new inspiration, new hope and new life. There is a limit which even the climate of Colorado can not cure, but if brought to Colorado within a reasonable time, those suffering from pulmonary diseases will find absolute health in the purity of the atmosphere of these mountains.

The climate of Colorado is of inexhaustible supply. The demand for it is growing throughout every section of the world. It is free to all, and in its benefits shows no favors. It is the grandest possession of the State, and, without a single ounce of gold, of silver or of precious metals, without farms and without railroads, without factories and without irrigation, it alone would be sufficient to make out of the great State of Colorado a commonwealth possessed of greater attractiveness than any other section of the globe; to make out of the City of Denver, which is and always will be the metropolis of this vast region, a magnificent City of homes, a City of prosperity, of wealth and of value.

And the half has not been told. Dwarfed by a merely general view, the great resources of this section of the United States, this section which we have referred to as the "territory of the crescent," can not be made to appear in all the magnitude of truthfulness within such limited consideration, yet in the recounting of the resources of the Rocky Mountain region enough has been told to demonstrate to every thinking person that if any one City is the sole and only metropolis of this vast section of land, that one City is destined to a greatness seldom equalled in the annals of the world. And in Denver that one City exists; it is the life and the flesh and blood of the entire community of the "crescent" it is the one great supply point which is so situated that neither time nor chance can wrest from it the hold which it has already secured upon the territory from which it draws its greatness. In the entire history of the world, from the earliest time which is on record in history, cities have builded upon the resources and the trade of the territory which has lain to their westward. New York

65 Mt. Princeton (14,190 feet) and Buena Vista on The Colorado Midland Railway

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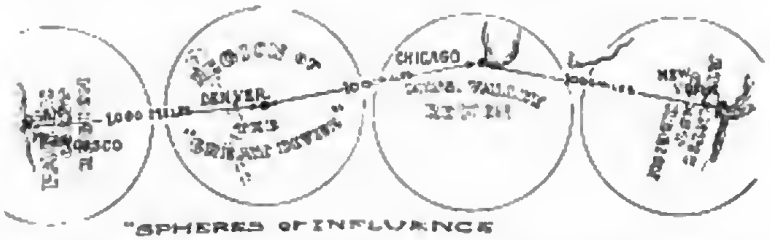
Mt. Massive (14,424 feet) and Leadville Smelters, on The Colorado Midland Railway

built upon the territory to the Mississippi. Chicago has grown great upon the territory lying west toward Omaha. Kansas City has made its march into the empire of Oklahoma and Kansas. Denver controls the magnificent region of mountain and of plain lying between the Missouri River on the east and the Sierra Nevadas of California. Great distributing points have sprung up with unfailing regularity at a distance of about one thousand miles from each other, each new point being to the westward of the one last established. Denver is here to hold her own: here to supply the wants of her own natural territory; nor does she need to encroach upon the holdings or belongings of any other community.

The railroads of the West have assisted in making Denver what she is; they will continue to make her grow just as she has grown in the past. The farms, under irrigation, are producing more than any other land in the world: and as irrigation grows in the understanding of the people of the United States, and thus is permitted to increase in this land of the arid West, so will the farms, the fruits and the live stock of this great community increase in the amount and the value of their production, and so will these interests add to the great and growing glory of Denver. The mines of the "territory of the crescent" are supplying nearly one-half the supply of the precious metals of the entire world, and they are but as infants in their strength. Year after year they increase, and year after year they will continue to produce the wealth of the nation. And for all this great territory Denver is the source of supply. The buildings of the cities of these States are constructed from the native stones and marbles and granites. Meeting the requirements of the times, manufacturing is growing to keep pace with the demands of other lines of advancement; and last but not least, the resorts



Ancient emporiums of the Orient arose along the lines of direct traffic from east to west. New York receives the commerce of the Atlantic; San Francisco that of the Pacific. Chicago gathers the products of the rich Mississippi valley, and Denver, at the junction of the mountains with the plains, commands the richest undeveloped region in the world.

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and the climate of Colorado and of Denver are bringing countless thousands into the folds of the charmed circle for their future homes, employment, investment and habitation.

Denver to-day, forty-five years old, is the great trans-Missouri headquarters for one-third of the territory of the United States. It is financial headquarters for every large insurance company of the world for the business conducted west of the Missouri. It is western repair and building headquarters for the Pullman Palace Car Company, and for other railroad interests. And Denver has been thus chosen, not because it is the capital of the great State of Colorado, but because it is the capital of the great "territory of the crescent." Denver is the most logical point for investment in the United States to-day. It has the greatest future before it, and the most closely at hand. Panics may come and panics may go, but the hand of fate can not wrest her from the pathway of future growth and advancement. Nature has done too much that can not be undone. *Knockers may knock and croakers may croak, but in the ever onward march of progress the City of Denver, standard bearer in the front ranks of the progressive communities of the country, holds aloft to the gaze of a wondering and an admiring world her motto,* FORWARD. Money put into the solid business of the City will be well expended. Real estate is paying handsomely upon every investment made with caution and backed by good judgment. Loans are safe. Manufactories offer an unequalled field. Denver is the Mecca for health, for wealth and for prosperity. *Bathing in the warmth of an almost eternal sunshine; resplendent in the glory of jewels, and of gold and precious metal; robed in the green of most fertile fields; perfumed with the essence of her millions of nature's flowers; and drinking cooling draughts from icy peaks mounted by everlasting snow, Denver beckons to all the world, and through this little book,* SEEING DENVER, *bids you welcome.*

The End

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Elitch's Gardens

THERE is probably no resort in the whole wide world which has attained such an international celebrity as the Beautiful Gardens of Elitch. They are to Denver and the Middle West what Central Park is to New York, the London Zo-ological Gardens to the British Metropolis, and the Golden Gate Park to San Francisco. They have been termed the Eden of the Rockies, and the Hesperides of the West. Nestling almost at the foothills of the Rocky Mountains and some fifteen minutes' ride from the centre of the city, they present a twenty-acre picture of the ripened art of florist and horticulturist. The exquisite taste of their proprietor, Mrs. Mary Elitch-Long, is displayed in the fountains, statuary, and quaintly-fashioned buildings that dot the grounds. Artificial mounds, rustic bridges, lily ponds, and lakes share the perfection of landscape gardening. The air is fragrant with the perfume of hundreds of thousands of flowers, and joyous with the melody of almost every species of native feathered songsters. For the amusement of children there are goat carts, swings, merry-go-rounds, miniature trains, etc. There are concerts given daily in the Trocadero. The Zo-ological department rejoices in buffalo, elk, antelope, deer, Rocky Mountain goats, cougar, tiger, lions, monkeys, bears, peccaries, etc. The aviary is the most complete in the West. There are all manner of children's pets, in squirrels, guinea pigs, white rats, rabbits, etc. The gardens are provided with a well-managed cafe, all kinds of refreshment booths, lemonade, ice cream and soda water stands. There are picnic grounds, tennis grounds, and base ball grounds. There is a shooting gallery and a photograph gallery. The stock company in the theatre is acknowledged one of the best in the United States. Performances are given each evening with matinees on Wednesday and Saturday. Plays and players are alike world-famous. The Symphony orchestra numbers forty musicians and renders concerts every Friday afternoon, and Sundays there are always special features in the way of balloon ascensions, parachute jumps, popular music and everlasting high-class and fashionable vaudeville. Tuesdays are given over to the children, with special orchestra and dancing instructors for their own juvenile edification. The Elitch Gardens season generally opens on Decoration Day, and closes on Labor Day. Its annual amusement offerings are the one important event in the line of summer entertainment in all that vast country that extends from the Missouri to the Pacific. To paraphrase a current Milwaukee commercialism, they may be aptly and appropriately termed,

"THE GARDENS THAT MADE DENVER FAMOUS."

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The Golden Empire Mining Company

of South Dakota owns over 6,000 acres of most valuable mining property in the FAMOUS BLACK HILLS OF SOUTH DAKOTA

The Company has no debts. It is selling its treasury stock for money with which to build mills for the reduction of its ore into gold bullion, & for purposes of development

WRITE FOR INFORMATION TO

HENRY J. MAYHAM
SUITE 13, BROWN PALACE HOTEL BLDG.

HERBERT S. SHAW
SUITE 15, BROWN PALACE HOTEL BLDG.

DENVER, COLORADO

Or, to EDWARD K. SOMBORN, No. 5 West 27th Street, New York City

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Read this unparalleled OFFER! We absolutely guarantee the genuineness of every Navajo rug we sell, and will pay you 25% premium over purchase price if returned to us after three years of use, allowing ordinary wear and tear

A glimpse *of* The Mexican & Indian Curio Company's Store

400, 402, 404 SEVENTEENTH STREET, Opposite Brown Palace Hotel
A STRICTLY ONE-PRICE HOUSE

We advise you to investigate our offer about Navajo rugs, and if you don't fully understand the offer, we shall be glad to explain the same to you.
IMPORTERS OF JAPANESE AND CHINESE GOODS.

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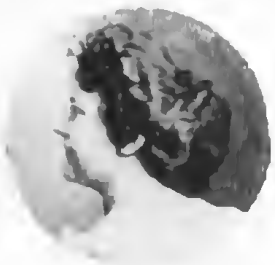
Brown Palace Hair Dressing Parlors

M. WUNDER, Proprietor

Ground floor entrance, corner Tremont and Broadway
Brown Palace Hotel Building



Hair Dressing
Manicuring
Scalp and Face
Massage
a specialty

All work first-class, by experienced help, at reasonable prices

Our Leader, ALICE WUNDER STRAWBERRY SKIN FOOD FOR WRINKLES

One of the finest preparations on the market. Also, a full line of toilet preparations always on hand

Switches and hair goods of every description

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GEO. IRA ADAMS, Proprietor and Manager

"VAUDEVILLE"

1651 Curtis Street

Strictly Moral

HOURLY SHOWS

Afternoon . . 2 to 5
Evening . . . 8 to 11

Admission, 10 cts

Latest Kodaks

CAMERAS AND SUPPLIES

Our facilities for Developing, Printing and Enlarging are *Not Equaled in the West*

FORD—THE OPTICIAN

1653 SIXTEENTH ST Opposite Postoffice

O.P.BAUR & CO

LEADING CATERERS AND CONFECTIONERS

ICE CREAM..CANDY

Our Chocolates and Bon-Bons are incomparable

Ice Cream Parlor in connection

1512 Curtis Street
Denver, Colo.

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The Lynnhaven Oyster House and Restaurant Co.

1633 TREMONT STREET

Half block from the Brown Palace Hotel

DEEP-SEA FOOD, LOBSTERS, SOFT-SHELLED CRABS AND FISH

Steaks, Chops and Game in Season

We offer special advantages of the largest and best Restaurant in Denver
We can justly say that we have what
you want, and our prices are reasonable

"Seeing Denver" cars pass our place on Tremont, between 16th and 17th Streets

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ADOLPH COORS GOLDEN BREWERY

GOLDEN COLO

Brewer and Bottler of

Coors' Golden Beer
Golden Select
and Salvator

Denver Depot & Office, corner of 16th & Wewatta Streets
Opposite Union Depot
Telephone 862

THE STANDARD BOTTLING CO.

Corner of 13th & Lawrence Streets
Telephone 66
Are the sole bottlers for family use in the City of Denver

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This is a cordial invitation to you to call and see our store. We have two reasons for inviting you. First, we think if you come in you may possibly buy something; and second, we are proud of our stock and store

The Navajo Indian Blanket Stores Co.

501 to 507 Sixteenth Street

DENVER COLO.

HERE'S ONE OF THE PLACES WHERE OUR BLANKETS ARE MADE

We are Wholesale and Retail Dealers in

NAVAJO INDIAN BLANKETS

and control five of the largest trading posts in the Indian Reservation

Lapidists and Manufacturing Jewelers

Dealers in all Western Gems

All kinds of Mexican and Indian Curios & Silver Work, Etc., Etc.

Mexican Serapis Drawn Work

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The ANTLERS

COLORADO SPRINGS, COLO.

Rebuilt on the Old Site ✦ ✦ Reopened July, 1901

250 Guest Rooms. American and European Plans. Magnificent Ball Room. Bowling Alleys. Every Modern Convenience. Absolutely Fire-Proof Throughout. An Eighteen-Hole Golf ✦ ✦ ✦ Course Accessible to Guests ✦ ✦ ✦

HENRY MARUCCHI, Manager

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Makers of
SHIRTS
to measure

Factory on our Premises

DENVER AGENTS FOR

Dr. Deimel's Linen Underwear
Dr. Jaeger's Sanitary Wool Underwear
Youman's Celebrated Hats
Hart, Schaffner & Marx Clothing

EVERYTHING IN MEN'S WEARING APPAREL

Clothing
Furnishings
Hats & Shoes

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INTERIOR VIEW

The Scholtz Drug Co

Largest
Retail Druggists
in
Colorado

Established
1881

Visitors to Denver

We offer the special advantage of the largest and best selected stock incident to the Drug business. We can justly say we have what you want and our ***Prices*** are ***Eastern Prices***

WE SERVE THE BEST SODA WATER
IN THE CITY
HUYLER'S NEW YORK CANDY
WHITE ROCK LITHIA WATER

Ladies are requested to call and get a sample jar of Scholtz's Face Cream. A perfect skin food.

SEEING DENVER
CAR
passes our store
corner Sixteenth
& Curtis Streets
opposite Tabor
Opera House

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AN INVESTMENT IN STOCK OF EITHER

Hidden Fortune Gold Mining Co. or Columbus Consolidated Gold Mining Co.

WILL REWARD INVESTORS WITH INCREASED MARKET VALUE, DIVIDENDS AND PROFIT

Hidden Fortune Gold Mining Company

Capitalization . . . 5,000,000 Shares
Par Value . . . . . One Dollar Each
2,500,000 Shares in Treasury

A. M. STEVENSON, President
HENRY J. MAYHAM, Secretary

This Company owns 284 acres in *"the richest one hundred square miles on earth."* It contains and is mining from the extensions of the identical veins which have made its neighbor, The Homestake Mining Company, THE LARGEST GOLD MINE IN THE ENTIRE WORLD.

Columbus Cons. Gold Mining Company

Capitalization . . . 5,000,000 Shares
Par Value . . . . . One Dollar Each
1,500,000 Shares in Treasury

HENRY J. MAYHAM, President
GEORGE D. BEGOLE, Secretary

This Company owns over 600 acres adjoining the famous mines of THE HOMESTAKE and HIDDEN FORTUNE COMPANIES on the north, and contains extensions of all the large veins of gold ore which pass through those properties.

Either of these stocks will bear closest investigation. Map on the opposite page shows these properties in colors. For further information concerning an investment in the stock of either Hidden Fortune Gold Mining Co., or Columbus Consolidated Gold Mining Co. : : : : : Address

HENRY J. MAYHAM
OR
HERBERT S. SHAW
13, 14 & 15, Brown Palace Hotel Bldg.
DENVER, COLORADO

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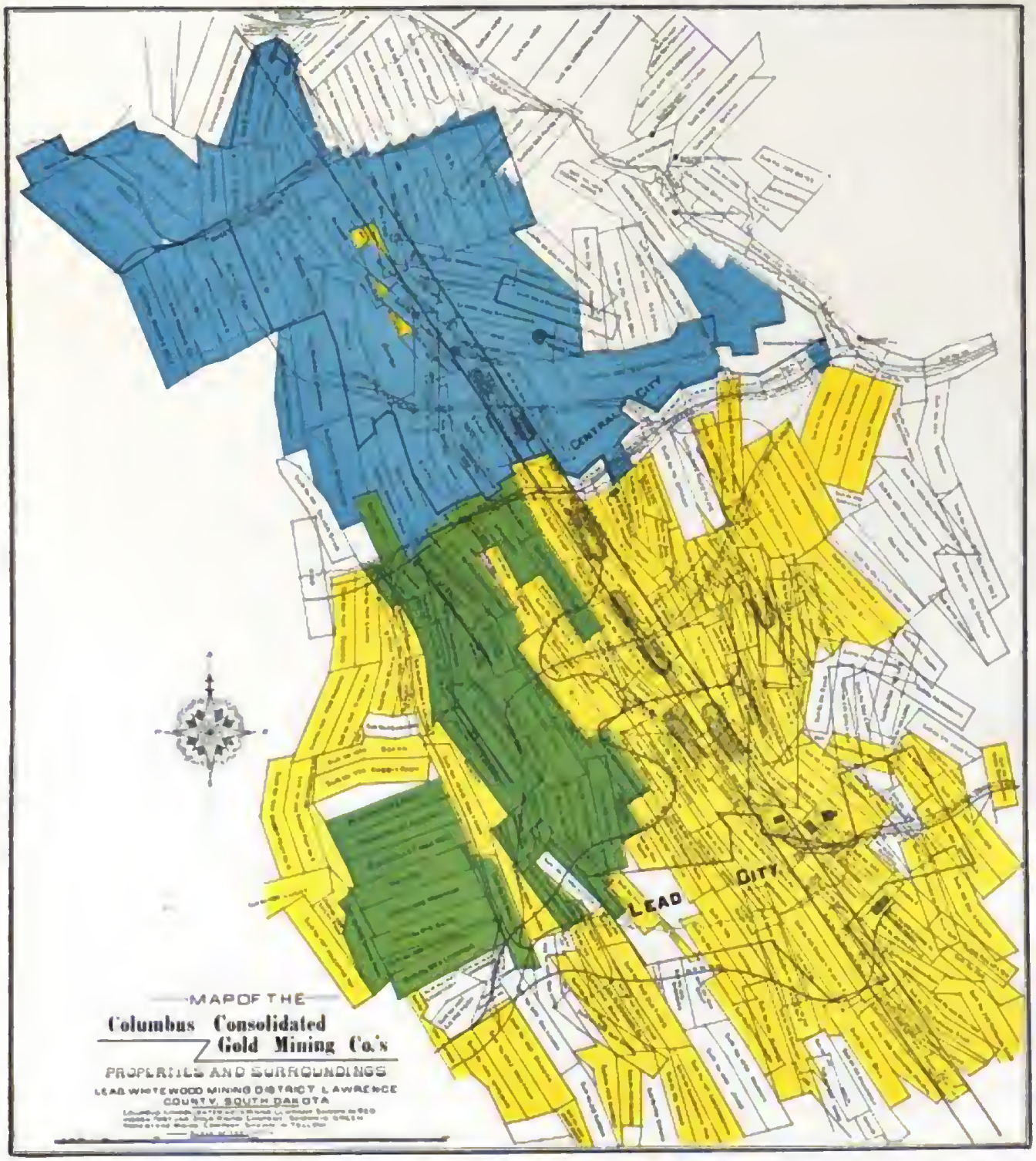

The Columbus properties are printed in blue, the Hidden Fortune in green and the Homestake in yellow

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OFFICES OF THE H. J. MAYHAM INVESTMENT COMPANY
Brown Hotel Building, Denver, Colo.
Originators of the "SEEING DENVER" Car System

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COLORADO INVESTMENTS

A TERM WHICH MEANS MUCH

[illegible]

The
H. J. MAYHAM INVESTMENT COMPANY

[illegible]

COLORADO INVESTMENTS

THE KIND THAT PAY